

THE WORLD'S BIGGEST AND BEST-SELLING CLASSIC FORD MAGAZINE!



CAPRI BUILD
MK3 TURBO

SHELLSPORT MEXICO!
GENUINE RACE CAR RESTORED



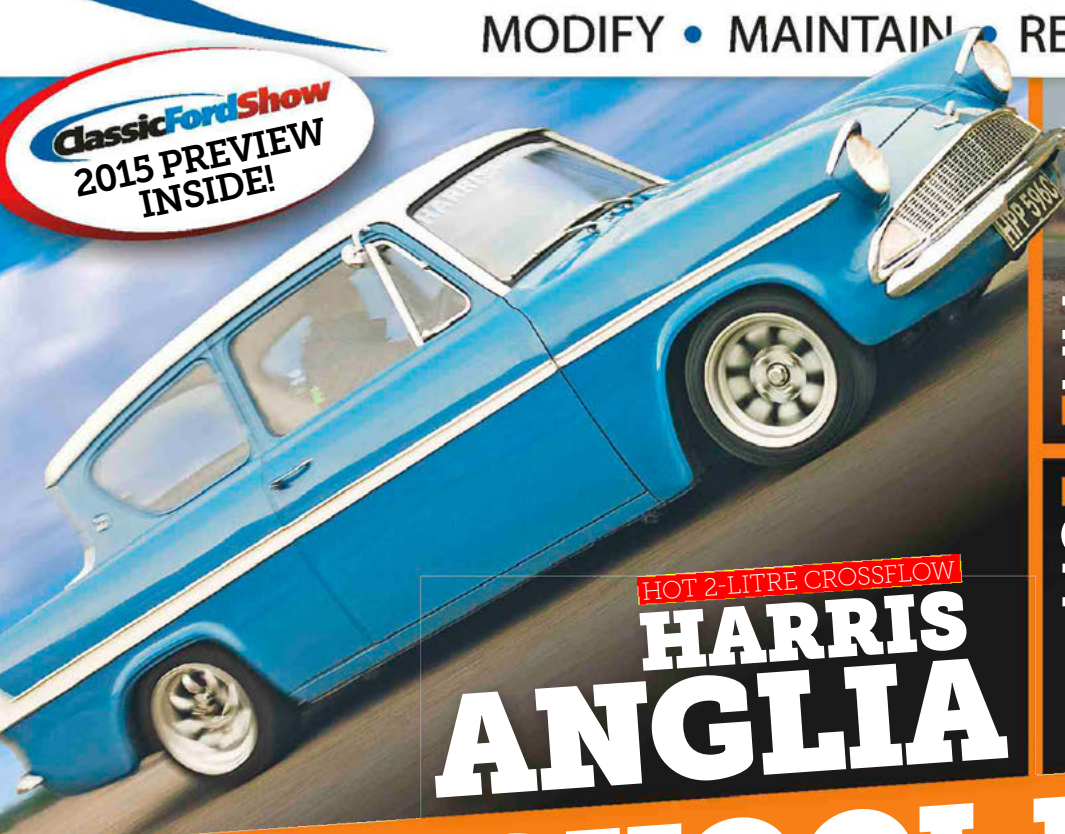
June 2015

www.classicfordmag.co.uk

Classic Ford

MODIFY • MAINTAIN • RESTORE

Classic Ford Show
2015 PREVIEW
INSIDE!



HOT 2-LITRE CROSSFLOW
HARRIS
ANGLIA



RALLY-REP
ESCORT

ROAD-GOING MONTE CARLO TRIBUTE

STUNNING PRE-PRODUCTION MODEL

CAPRI
RS2600



OLD SCHOOL RULES!

INSIDE: CLASSIC FORDS PACKING STRICTLY CLASSIC MODS



MK1 WITH ALL THE PERIOD TRIMMINGS!

1700 CORTINA



RESTORED PARTS CHASER
THAMES
300E

PLUS: TOP 10 OLD-SCHOOL TWEAKS + V8 INTO CAPRI GUIDE
+ GREASE GUNS TESTED + WHEELS DAY + PROJECTS FOR SALE

BUY IT:

MK2 ZEPHYR
& ZODIAC

Complete guide to
buying the best

FIT IT:

DIY FIESTA
BRAKES

How to fit better
stoppers to a Mk1

UPGRADE IT:

CLASSIC
5-SPEED

Extra cog for
2000E 'boxes





• The **NEW** full colour 196 page Rally Design Motorsport Catalogue **NOW AVAILABLE!** •

RMD Classic Escort Wheels

AVAILABLE STD. FORD OR GROUP 4 STUDS. AIRCRAFT SPEC. A356 ALLOY, JWL STD.

6 x 13	£64.00	£76.80
7 x 13	£71.00	£85.20
8 x 13	£82.50	£99.00
8 x 15	£94.00	£112.80

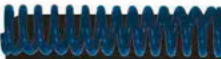
NEW KIT CAR - FORMULA
WHEEL 12 SPOKE - 7 x 15, ET38
Available silver or black.
£65.00 £78.00

* All wheels manufactured from aircraft spec. A356 alloy, to JWL standard

COME
& SEE
US AT

THE NATIONAL KIT CAR MOTOR SHOW
STONELEIGH

Sunday 3
& Monday 4
May 2015



Coil Springs

Rally Design has over 20,000 coil springs in stock, rates from 80-600lbs, 2.25" (blue), 1.9" (yellow) and 60mm (red).

• Priced from **£14.90** £17.51 to **£19.90** £23.38 each
LOOK ON OUR WEBSITE www.rallydesign.co.uk OR IN OUR CATALOGUE FOR FULL LISTING

Escort 11/1300 springs (145 - 220lbs)	each £16.90	£20.28
Escort RS springs (145 - 220lbs)	each £16.90	£20.28
Cortina H/D (145 - 190lbs)	each £19.50	£23.40
Capri (145 - 190lbs)	each £16.90	£20.28

Available -3", -2", -1", S/R, +1"

Ally Hubs

* CORTINA HUBS
ALSO AVAILABLE

Ally hubs, Escort std.	each £42.50	£51.00
Bearing kit to suit	each £16.50	£19.00
Ally hub cap - very smart!	each £6.90	£8.28
Escort studs	each £0.95	£1.14
Ally hubs, Group 4 type	each £42.50	£51.00
Group 4 large bearing	each £15.50	£18.60
Ally hub cap, suit Group 4	each £6.90	£8.28
Group 4 stud/back nut	each £4.90	£5.88
Group 4 wheel nut	each £2.90	£3.48

Strut Top Mounting

Roller top, OEM style - roller bearing	£59.50	£71.40
Roller top, spherical hi-angle bearing	£59.50	£71.40
Steel eccentric top mount	each £33.50	£40.20
Ally concentric top mount	each £39.50	£47.40
Ally eccentric top mount	each £39.50	£47.40
Spare top mount bearing	£14.50	£17.40
Top hat spacer kit, car kit (4)	£6.50	£7.80
Top piston rod nut - Bilstein 5/8 UNF	each £3.00	£3.60
Piston rod nut, Group 4 style	£11.50	£13.80

TCA's

Heavy duty, standard TCA's	pair £34.50	£41.40
TCA's with Poly bushes	pair £44.50	£53.40
OEM style standard TCA's	pair £59.50	£71.40
Rose jointed TCA's, in-situ	pair £115.00	£138.00
Adjustable rubber TCA's, in-situ	pair £110.00	£132.00
DIY in-situ adjusters	each £15.50	£18.60
DIY rose jointed conversion kit	pair £49.50	£59.40
TCA inner bush, heavy duty rubber	each £2.90	£3.48
TCA outer bush, heavy duty rubber	each £2.50	£3.00
Poly TCA inner bush	each £5.22	£6.26
Poly TCA outer bush	each £5.74	£6.89

Steering Racks, Quick Ratio

2:2 ratio heavy duty rack, RHD	£179.50	£215.40
2:4 ratio heavy duty rack, RHD	£149.50	£179.40
2:2 ratio heavy duty rack, LHD	£189.50	£227.40
2:4 ratio heavy duty rack, LHD	£159.50	£191.40
2:2 ratio quick rack, RHD	£89.50	£107.40
2:4 ratio quick rack, RHD	£109.50	£131.40
2:4 ratio quick rack, LHD	£119.50	£143.40
P. steering col, electric, Esc. 1/2, RHD or LHD	£595.00	£714.00
2:2 ratio Quaife rack & pinion kit	£84.00	£100.80
2:7 ratio Sierra rack & pinion kit, RHD	£69.50	£83.40
2:7 ratio Sierra rack & pinion kit, LHD	£69.50	£83.40
Steering rack mounts, heavy duty rubber	pair £3.90	£4.68
Poly steering rack mounts	pair £6.10	£7.32
Steel rack clamps, OEM style	pair £16.80	£20.16
Group 4 all-steel coupling	£16.80	£20.16
Sierra column to Escort rack coupling	£19.50	£23.40
Ally rack clamps (no bush required)	pair £21.50	£25.80
Track rod extensions (plus 80-100mm track)	pair £19.50	£23.40
Track rod extensions (plus 240-260mm track)	pair £26.50	£31.80
RS2000 track rod ends, metric to UNF taper	each £9.50	£11.40
Steering shaft, 330mm long - Escort spline	£19.50	£23.40
Escort 2 steering hub, drop forged billet	£23.80	£28.56

Polysport Bushes

ESCORT 1/2 & CAPRI		
Inner TCA	£5.22	£6.26
Outer TCA	£5.74	£6.89
Roll bar (19 - 24mm)	£2.74	£3.29
Double width bush (20, 22 & 24mm)	£5.61	£6.73
Single leaf front	£8.19	£9.83
Single leaf rear	£7.87	£9.44
Anti tramp front	£6.62	£7.94
Anti tramp rear	£5.22	£6.26
Bump stops, OEM style	pair £8.50	£10.20

Steering Hubs, Quick Release

Wilwood quick release hub, pin drive	£24.50	£29.40
RMD quick release hub, hex drive	£34.50	£41.40
Hub adaptor, Mountney - STR wheel	£9.50	£11.40
Hub adaptor, OMP-Sparco - STR wheel	£9.50	£11.40
RMD q/r hub, spline drive, OMP-Sparco head	£54.50	£65.40
Bolt-on Q/R steering hub, OMP-Sparco head	£39.50	£47.40

Rear Suspension

4-Link kit	£109.50	£131.40
Spare 4-Link boxes	each £25.50	£30.60
Spare radius arms	each £15.50	£18.60
Spare rod ends - 5/8 UNF	each £9.80	£11.76
4-Link x-braces	pair £14.50	£17.40
Mk1 short 4-Link kit	£159.50	£191.40
New h/duty 4-link kit, 3/4 rod ends, h/duty bars, strengthened boxes, big bushes	£185.00	£222.00
Panhard rod kit, fixed height	£46.50	£55.80
Panhard rod kit, adjustable height	£49.50	£59.40
Anti tramp kit, straight (Mk1)	£43.50	£52.20
Anti tramp kit, angled (late Mk1 & all Mk2)	£43.50	£52.20
Turret kit, standard type, square box	£31.50	£37.80
Turret kit, tall type, square box	£34.50	£41.40
Turret kit, extra tall, square box	£39.50	£47.40
Turret kit, Group 4, round box	£65.00	£78.00
Watts linkage, English axle	£179.50	£215.40
Watts linkage, Atlas axle	£199.50	£239.40

English Axle

CWP, 3.54/3.91/4.4/4.7/4.9/5.1 or 5.3	£215.00	£258.00
Differential, Tran-x, plate type	£195.00	£234.00
Differential, Quaife, ATB type	£475.00	£570.00
EN24 LSD end plate	£69.50	£83.40
Crown wheel bearing - (2) required	£14.10	£16.92
Pinion bearing - (2) required	£19.00	£22.80
Crush washer	£5.90	£7.08
Atlas into English half shaft kit, Quaife	£625.00	£750.00

Atlas Axle Parts

CWP, 3.4/3.7/4.6/5.1 ratio	from £230.00	£276.00
Differential, Tran-x, plate type	£595.00	£714.00
Differential, Quaife, ATB type	£680.00	£816.00
Panhard rod bracket	each £3.50	£4.20
Turret, bracket, top mount	each £3.50	£4.20
Ally differential cover, Watts linkage	£135.00	£162.00
Ally flange plates	pair £12.00	£14.40
Differential skid, wide, Group 4	£39.50	£47.40
4-Link brackets	each £12.00	£14.40
Spring saddles	each £6.50	£7.80
Atlas brace and clamps - 8mm plate	£79.50	£95.40
'Half moon' plates, back plate stiffeners	pair £14.00	£16.80

Leaf Springs

Taper leaf spring, 146lbs, 60mm wide	each £49.50	£59.40
Poly front bush	each £8.19	£9.83
Poly rear bush	each £7.87	£9.44
5-leaf slipper, 160lbs, 2" wide	each £69.50	£83.40
Poly rear bush	each £2.18	£2.62
PTFE roller kit (bolt-in)	£36.50	£43.80
Lowering block kits - 1", 1 1/2" or 2"	from £17.00	£20.40
Spring shackles, Mk1	car set £17.00	£20.40
Spring shackles, Mk2	car set £23.50	£28.20
U-bolts, including mylocks	each £3.00	£3.60
U-bolt steel plate, suit 2" springs	each £11.50	£13.80
U-bolt steel plate, suit 60mm springs	each £11.50	£13.80

Escort Body Parts, Ally

Ally tube strut brace, weld-on	£43.50	£52.20
Centre console, standard width	£14.00	£16.80
Centre console, wide width	£15.00	£18.00
Rear lamp protectors	pair £12.50	£15.00
Coarlevel gaiter surround	£28.50	£34.20
Mk2 wheelarches, front	pair £115.00	£138.00
Mk2 wheelarches, rear - Forest	pair £115.00	£138.00
Mk2 wheelarches, rear - Tarmac +1"	pair £129.00	£154.80
Mk2 wheelarches, rear - Tarmac + 2"	pair £139.50	£167.40
Front spoiler, short, Group 4	£57.50	£69.00
Rear spoiler, Group A style	£53.50	£64.20
Clutch footrest	£8.50	£10.20
Navigator's footrest, Pyramid	£16.50	£19.80
Navigator's footrest, Professional	£32.50	£39.00
Driver's heel plate	£16.50	£19.80
Chassis mounted sump guard, 8mm	£125.00	£150.00
Fuel pump and regulator bracket	£19.50	£23.40
Towing eye, strong	£9.50	£11.40
Spare wheel post & strap - single	£23.50	£28.20
Spare wheel post & strap - double	£26.50	£31.80
Map pocket	£17.50	£21.00
Escort 2 ally instrument binnacle panel	£18.50	£22.20

Front Suspension

World Cup X-Member, standard	£99.50	£119.40
World Cup X-Member, LRM	£99.50	£119.40
World Cup X-Member, Group 4	£169.50	£203.40
World Cup brackets, X/flow or Pinto	pair £25.00	£30.00
Chassis mount x-member, standard	£85.00	£102.00
Chassis mount x-member, LRM	£85.00	£102.00
Chassis mount kit, Ford	£49.50	£59.40
Chassis mount kit, Vauxhall	£49.50	£59.40
Chassis/x-member tubing kit (car set - 4)	£16.50	£19.80
Standard type engine mounts, x/flow	pair £16.50	£19.80
Standard type engine mounts, Pinto	pair £16.50	£19.80
35mm heavy-duty mount bush	£6.00	£7.20
50mm heavy-duty mount bush	£6.00	£7.20
Anti dive kit	£29.50	£35.40
Double width, weld-on	£24.50	£29.40
Double width, bolt-on	£29.50	£35.40
Spare double width clamps	£3.00	£3.60
Spare double width rubbers	£2.90	£3.50
Double width Poly - 20/22 or 24mm	£5.61	£6.75
Tension strut kit	£195.00	£234.00
Roll bar kit, tension strut	£89.00	£106.80
Compression strut kit, in-situ	£99.50	£119.40
Twin cam roll bar, inc. nuts & cup washers	£59.50	£71.40
Cup washers (4) & castle nuts (2)	set £9.50	£11.40
Single width heavy-duty roll bar, rubber	each £2.40	£2.88
Poly single width bush - 19, 20, 22 or 24mm	each £2.74	£3.29

BRAND NEW GROUP 4 SPECIFICATION STRUTS BLIND THREAD - NO EXCHANGE REQUIRED

To OEM specification, bare strut	each £128.00	£153.60
Strut, ext. thread, suit 1 1/2" springs	each £148.00	£177.60
Escort RS stub axes	pair £130.00	£156.00
Bilstein insert, long, 260/60	£94.50	£119.40
Bilstein insert, long, 300/70	£99.50	£119.40
Bilstein insert, short, 300/40	£99.50	£119.40
Piston rod nut, Group 4 style	£11.50	£13.80
Steel top spring seat cup to OEM style, 'D' shaped hole	each £19.50	£23.40
Ally top cap, 'D' or 10mm hole	each £9.50	£11.40
1" deep spring seat, Bilstein thread	each £6.50	£7.80
3" deep spring seat, Bilstein thread	each £9.50	£11.40
Locking ring, Bilstein thread	each £4.00	£4.80
Ally lower spring seat, 4" diameter to suit RS springs	each £19.50	£23.40
Steering arms, bolt-on, to OEM forged specification, FV16C	pair £69.50	£83.40
H/Duty steering arms	pair £79.50	£95.40
Steering arm quickfit kit	pair £9.60	£11.52
Stub axle hardware kit - special 5/8 nuts, nut cages & detent washers, car kit	£9.90	£11.88
Stub axle locking nut, VW Group 4 style	£19.50	£23.40

Spring Seat Kits

Spring seat kit, front strut	each £23.50	£28.20
Spring seat kit, rear shocker	each £31.50	£37.80
Top cap, 'D' or 10mm hole	each £9.50	£11.40
Abutment ring	each £4.00	£4.80
Locking ring	each £4.00	£4.80
'C' Spanner, suit 2.35" springs	£4.00	£4.80
'C' Spanner, suit 1.9" springs	£4.00	£4.80
Helper adaptor, 2.25"-2.25"	£9.50	£11.40

Rear Shockers, Bilstein

Group 4 turreted	each £89.50	£107.40
Group 4 turreted, coil over	each £149.50	£179.40

PLEASE NOTE: All prices in Red are EXCLUSIVE OF VAT

Escort Body Parts - Steel

• 60mm WIDE FLAT OVAL

Works style strut brace, 60mm wide
Flat oval tube - the best!
Avo style strut top plates
Gearbox tunnel, large
Bulkhead plate
Extensions, bulkhead plate
Rear differential tunnel, long - Atlas
Body plating kit
Professional body welding kit
Group 4 skidding kit - 6 pcs.
Gusset boxes, dished
Reservoir tray into plenum chamber
Radiator cut out panel - Lower
Radiator surround stiffening panel - Upper
Seat mounting kit (weld-in)
Chassis/member tubing kit (car set - 4)
Mk1 big wing (bubble arch) kit
Rear valance skid
Wheel tubs, suit 15" wheels
Infill panels to suit tubs
Clearance panel - Watts linkage top
Gusset strips, multi-hole, narrow
Gusset strips, multi-hole, wide
Exhaust tunnel kit, RH or LH, 4 pieces
Rally Preparation hook
Escort 2 rubber grommet kit, 16pcs
Escort 1 front windscreen rubber
Escort 1 rear windscreen rubber
Escort 2 front windscreen rubber
Escort 2 rear windscreen rubber

£49.50 £59.40
pair £24.50 £29.40
£39.50 £47.40
£9.50 £11.40
pair £7.50 £9.00
£14.50 £17.40
£15.00 £18.00
£29.50 £35.40
£44.50 £53.40
pair £9.50 £11.40
£19.50 £23.40
£7.80 £9.36
£15.80 £18.96
£29.50 £35.40
£16.50 £19.80
£39.50 £47.40
£17.80 £21.36
pair £159.50 £191.40
pair £28.50 £34.20
£26.50 £31.80
pair £11.80 £14.16
pair £12.80 £15.36
£29.50 £35.40
£19.50 £23.40
£59.50 £71.40
£24.92 £29.90
£21.92 £26.70
£29.08 £34.90
£29.08 £34.90

Sump Guards

GROUP 4 CHASSIS MOUNTED SUMP GUARD,
8mm WITH FULL FITTING KIT
'5083' ally sheet

£125.00 £150.00

Brake Parts

Wilwood Powerlite 4-pot caliper
Wilwood Midlite 4-pot caliper
M16 caliper, brand new
Lock tabs, stainless, M16 caliper
Sierra handbrake caliper, brand new
Wilwood W6A caliper, 6-pot
WILWOOD BRAKING KITS
Escort 265 x 10, Powerlite
Escort 247 x 20, Midlite
Escort 285 x 21, Midlite
Escort 240 x 10, hydro-mechanical caliper
KITS AVAILABLE FOR CAPRI, CORTINA & SIERRA
APR forest brake kit, 266x21 disc
Balance bar pedal box, Mk1 cable
Balance bar pedal box, Mk1 hydraulic
Balance bar pedal box, Mk2 cable
Balance bar pedal box, Mk2 hydraulic
Pedal rubbers, suit Escort 1/2
Universal balance bar box
Kit car pedal box - (3) cylinders
Escort brake light switch
Balance bar assembly (including bearing)
Dash adjuster, flexi - 3ft
Dash adjuster, flexi - 5ft
Dash adjuster, steel tube style
Reservoir pot, 7/16 UNF outlet
Reservoir pot, push on outlet
Float level indicator to suit reservoir pots
Reservoir - tandem chamber, test button
RMD remote master cylinder (0.625, 0.70 or 0.75)
RMD remote master cylinder (0.5)
Wilwood remote master cylinder
(0.625, 0.70 or 0.75)
Wilwood remote master cylinder (0.500)
Wilwood remote master cylinder (0.813)
Wilwood integral reservoir master cylinder
(0.625, 0.70 or 0.75)
Float level indicator. Fits any Girling/Wilwood
integral reservoir cylinder
Clevis assembly - 5/16 UNF, fits master cylinder
Proportioning valve, knob style
Proportioning valve, lever style
Proportioning valve, inc. brake switch
NEW Wilwood limited space master cylinder
SEE ON WEBSITE www.rallydesign.co.uk
Ally handbrake, Group 4, horizontal
Ally handbrake, vertical
Ally handbrake, tall vertical
Hydraulic mechanical cable attachment
Hydraulic handbrake conversion kit
Standard Escort handbrake
Fly off handbrake conversion
FULL RANGE OF EUROPEAN BRAKE FITTINGS
Goodridge, Euroquip 600 hose - dash 3mtr
Goodridge, Euroquip 600 hose - dash 4mtr
M16 calipers (solid disc) new
M16 calipers (vented disc) new
Sierra rear calipers, inc. handbrake
Escort vented discs, 247 x 20
Escort vented discs, 247x20, x-drill & grooved
lock tabs, stainless, Group 1 discs
RMD Group 4 Forest disc, 266 x 21, grooved
Group 4 front mount bells
Group 4 rear mount bells
Caliper spacer kit - vented, M16
Caliper spacer kit - vented, Princess
• FULL RANGE OF MINTEX 1144 & 1155 PADS IN STOCK

£89.50 £107.40
£139.50 £167.40
£39.50 £47.40
£3.90 £4.68
£79.50 £95.40
£278.00 £333.60
£266.20 £319.44
£427.13 £512.56
£525.14 £630.17
£241.39 £289.67
£89.50 £107.40
£189.50 £227.40
£215.00 £258.00
£189.50 £227.40
£215.00 £258.00
pair £7.80 £9.36
£132.00 £158.40
£159.50 £191.40
£7.50 £9.00
£21.50 £25.80
£21.50 £25.80
£12.50 £15.00
£12.50 £15.00
£8.50 £10.20
£26.50 £31.80
£21.50 £25.80
£21.50 £25.80
£26.50 £31.80
£39.50 £47.40
£39.50 £47.40
£28.50 £34.20
£9.50 £11.40
£3.40 £4.08
£44.50 £53.40
£44.50 £53.40
£59.50 £71.40
£59.50 £71.40
£63.50 £76.20
£76.50 £91.80
£79.50 £95.40
£89.50 £107.40
£29.50 £35.40
£37.50 £45.00
£16.50 £19.80
each £5.50 £6.60
£4.50 £5.40
£6.50 £7.80
pair £79.00 £94.80
pair £93.00 £111.60
pair £159.00 £190.80
£19.50 £23.40
pair £59.00 £70.80
£5.90 £7.08
each £79.50 £95.40
each £16.50 £19.80
each £23.50 £28.20
£21.50 £25.80
£29.50 £35.40

Brake pipe kits - Goodridge
Escort Mk1, 3 lines
Escort Mk2, 3 lines
Capri Mk2/3, 3 lines

£45.79 £54.95
£45.79 £54.95
£45.79 £54.95

Copper Pipe Kits - Automec

Escort Mk2, 7R on, with servo £62.94 £75.53
Escort Mexico Mk1 £88.21 £105.85
Escort Mexico/RS2000 Mk2 £66.69 £80.03

• FULL RANGE OF COPPER PIPE UNIONS INCLUDING
3 & 4 WAY AVAILABLE

RMD GRP Panels

• TOP QUALITY F/GLASS

ESCORT MK1
Bonnet with internals £99.00 £118.80
Boot with internals £82.00 £98.40
Front spoiler £34.00 £40.80
Mexico 'eyebrow' ext's £29.00 £34.80
Quarter bumpers pair £33.50 £40.20
ESCORT MK2
Bonnet with internals £109.00 £130.80
Boot with internals £79.00 £94.80
Boot with internals and spoiler £99.00 £118.80
Front spoiler £39.00 £46.80
Front spoiler + slots £42.00 £50.40
Quarter bumpers pair £33.50 £40.20
Front bumper brackets, ally pair £11.50 £13.80
Rear bumper brackets, ally pair £9.50 £11.40

Kent Cams

OHC FR32 kit £263.45 £316.14
OHC RL31 kit £320.21 £384.25
OHC FR33K kit £263.45 £316.14
OHC RL32 kit £320.21 £384.25
OHC ally vernier £92.40 £110.88
X/flow duplex vernier £103.45 £124.14
OHC comp. cam belt £24.59 £29.51
ARP con rod bolts, OHC £49.29 £59.27
X/flow steel con rod bolts £60.01 £72.01
OHC 12 point flywheel bolts £28.38 £34.06
OHC 6 bolt flywheel set £18.65 £22.35
X/flow 6 bolt flywheel set £21.77 £25.40
OHC H/P, H/C, oil pump £78.65 £94.38
OHC H/P oil pump £50.82 £60.98
X/flow H/P oil pump £62.98 £75.58
X/flow H/P, H/C, oil pump £82.61 £99.13

High Quality Fuel Pumps

WCP solid state pump £19.00 £22.80
WCP interupter pump, 20gph £29.00 £34.80
WCP interupter pump, 38gph £29.00 £34.80
Injection pump, Bosch 044 type £37.32 £44.78
Injection pump, Walbro 342 type £33.15 £39.78
Injection pump, Bosch 910 type £32.19 £38.63
Pump mount bracket, billet ally £19.50 £23.40
Pump 'Bullet' in-line filter £19.50 £23.40

Exhaust Systems - Ashley

MANIFOLDS
RS2000, 21/4", 3-piece, 4-2-1 £139.37 £167.25
N/A Cosworth, 21/4", 3-piece, 4-2-1 £166.98 £200.38
16v Astra - Escort, 21/4", 4-2-1 £181.50 £217.80
16v Zetec - Escort, 4-2-1 £145.20 £174.24
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THIS MONTH

Out and about with our band of Blue Oval-loving writers and photographers.

ADE

CONTRIBUTOR



All good things are worth waiting for and Ade's delayed drift Capri is certainly one such motor... work has begun again!



MARC

CONTRIBUTOR



Marc's a secret White Van Man so we let him take a look at a Thames 300E. It's mint with plenty of veg and all the trimmings.



SIMON

CONTRIBUTOR



It's taken over a decade, but Jon Harris has finally built an Anglia to replace his infamous Escort. Simon's a massive fan of both.



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www.classicfordmag.co.uk



What does old-school mean? If the feature cars we've selected for this issue are anything to go by, then there's no guidebook, it's more about a look, and without wishing to sound pretentious, a feeling — you just know it when you see it.

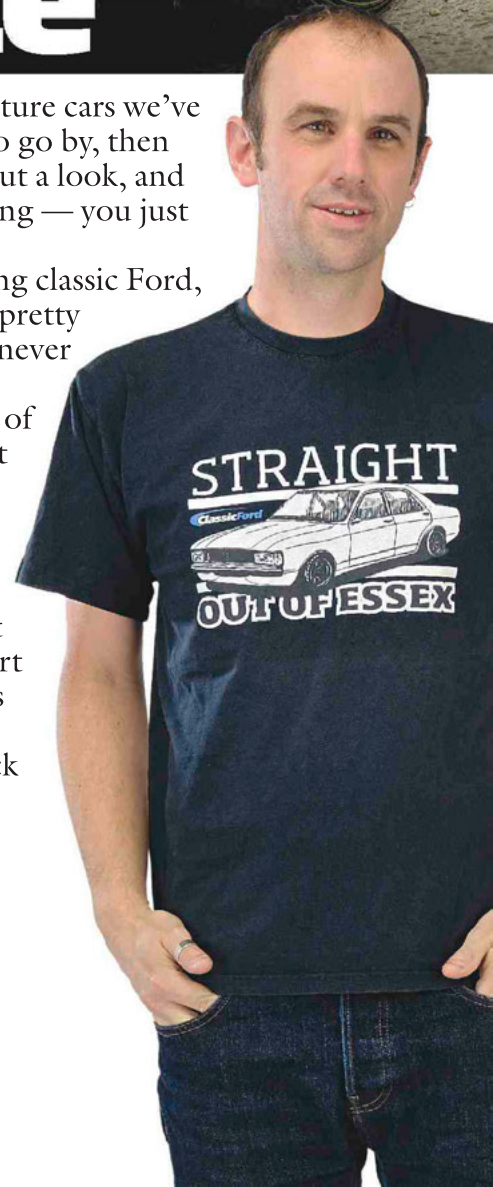
There are many ways to build a great-looking classic Ford, but using strictly old-school modifications is pretty much guaranteed to create a winner, and we never tire of seeing one done well.

Speaking of which, if you want to see many of these cars in the flesh, then make sure you get along to the Classic Ford Show on May 31. They'll be there, along with 1000s more quality classic Fords from all over Europe, including at least five we guarantee you'll have never seen before courtesy of The Great Unveiling (Ian Oscroft's stunning Mk2 Escort Monte Carlo tribute featured on page 32 was one of the cars from last year's Unveiling).

If you've not been to the show before, check out our preview starting on page 21. It's a must-attend event for any old-schooler.

Enjoy your mag,

Simon



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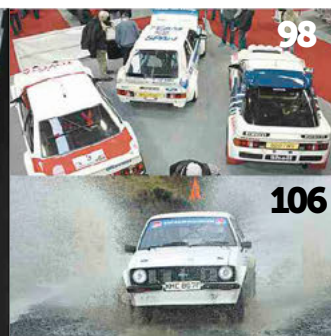
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ClassicFord Grafters



Name: Ricky Ferris
Age: 25
Job: Commercial electrician
Location: Berkshire

Car: Mk3 Capri 1.6 LS

Start condition: Rolling project fitted with engine and suspension

Condition now: Space-framed chassis with bodykit partially fitted

Time taken so far: Four months

Estimated date of completion:

May 2015 — a date with the Nürburgring



Words and Photos Jon Hill

WING COMMAND

Your projects: Taking on a half-built racer should be a challenge, but Ricky Ferris has plenty of previous to call on to get this wide-boy Capri flying...

Zakspeed Capris are completely mad; absolutely no question and in reality pure race track stuff — those massive front spoilers and super wide-arch bodykits would make the weekly trip to Tesco an absolute nightmare. But there's one man that questions all that; Ricky Ferris — to him the insane is the norm with a string of modified Capris already under his belt.

This one's his latest; bought as a rolling project at the tail end of 2014, complete with

Mazda RX8 independent front and rear suspension already fitted, which meant the width was already super-fat — ideal for a wide-arch bodykit to cover it.

So, Ricky's taken the half-completed project on, and added his chosen powerplant — a strong move away from his normal choice of V8 motors and a bit more in keeping with the Zakspeed theme of screaming four-pot and a whopping-great turbo. Although, this one won't be a true replica as there won't be lairy graphics all over it,

but straight black paint — shades of Dave Brodie's 1974 Mk2 Capri, perhaps?

It seems Ricky's a prolific builder — it's not just Capris he's built but Escorts and a Lexus-powered Morris Minor too. But as he states, "I love Capris, I don't know why but my first was at 17 — matt black, and no handles." That's a large inventory of completed projects already, and he's still only 25.

Down to the nitty gritty. What's is the chosen powerplant and what will fill those fat arches? →



**"I'VE GOT A DEADLINE TO FINISH IT FOR A TRIP
TO THE NÜRBURGRING — IT'LL BE DONE"**

Function over form — and comfort
by the look of things. Alloy dash is
kitted-out with switchgear and
plenty of warning lamps.





Massive braking power will be needed, too.



Look closely and there's some Capri bodywork.

So, RX8 independent suspension: that's a new one on a Capri isn't it?

It was already fitted and a complete diversion from the normal MacPherson struts at the front and live axle at the back — the front had simply been chopped off with tubes welded to the bulkhead. Both units are simply clips; they're complete systems all in one unit; all you have to do is mount them within the chassis — although I've chosen to add a load more strength by having CFM Engineering (0118 9677799) build an FIA-approved cage to stiffen the whole lot up a bit.

What's the engine going to be? We know you usually like a V8.

Keeping with the Zakspeed theme, I've opted for a four-cylinder this time. This one's from a Honda S2000, complete with ECU and six-speed gearbox. The whole lot was just £1700 all-in, which is cheap horsepower really considering it'll rev to 9000 rpm all day long.

How easy was it to fit the Honda?

It's chassis-mounted although the hardest aspect was getting everything to sit straight as they're actually mounted wonky in the Hondas. I had to enlarge the gearbox tunnel with sheet steel to house the six-speed, but I'll get it running as-is for now, then iron out the niggles and turbo it eventually — using a Garrett GT30.

Which wheels and tyres will you use?

At the moment it's just on unknown rollers to move it around, and obviously it's supposed to sit on a set of BBS split-rims, but have to admit I'm not a great fan of those! Saying that, I probably will go for some Image BBS replicas because that is the only type of wheel that really suits the theme. They'll be 16s on the front and 19s on the back, but the suspension has to come down a bit yet.



your projects: track-day capri

We've seen Honda S2000 conversions before, of course, but not in anything quite like this space-framed Capri setting.

What's the plans for the suspension?

At the moment I'll just play around with different springs to get it sitting how I want, then I'll sort some shorter, custom-made coil-overs — it's really got to be ground-scraping. I'll make the coil-overs myself. Well, that's the plan!

What's the story on the bodykit?

The kit's made by a guy called Nicholas Brookman at BPR Engineering (07877 590201). It's adapted from a previous kit that was a good replica, but he's got loads of photographs and has worked on the moulds to get them much closer to how the original Zakspeeds were supposed to be. He's fitted this one and it's the first one he's done to an actual car — there's more to do yet, so it has to go back to him for a bit more trimming.

You've had to trim most of the old bodywork off then?

Yes, it's pretty minimalist under the bodykit, which is how the Zakspeed cars were. The whole of the front sheetmetal is gone along with most of the rear wings too. The tailgate is fibreglass, while Nicholas has completely made the rear spoiler from scratch.

What's the plan for the interior?

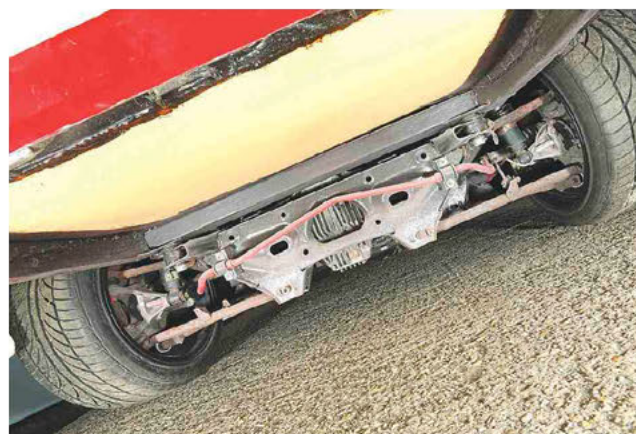
It's almost as you see it — obviously, there are inner arches to fabricate to fill in the gaps where the original body's been trimmed right back, but I've made the dash from sheet aluminium and filled it full of instruments. I sorted the steering too, which ties into the cage and connects to the Mazda power steering system built into the front clip.

You reckon it'll be finished by May?

Yes, I've a deadline to finish it for a trip to the Nürburgring. It'll be done, straight taxi black and all. **CF**



Nothing from the bulkhead forward is Capri any more with a custom tubular frame in place to give both rigidity and to house a Mazda engine and subframe.



The rear-end is independent too, with the whole live axle set-up removed and a ladder chassis constructed to hold the RX8 rear clip and differential unit.

FRONTEND

YOUR EYE ON THE WORLDWIDE CLASSIC FORD SCENE



Test out those mods on a track day this summer.



There's a classic Ford-only session at Ford Fair.



GET ON TRACK THIS SUMMER

Whatever your level of experience, we've got track time for you.

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Whatever your level of track experience, or even if you have none, there's a session or two to suit you at one of these three events:

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When: Sunday, August 2

Where: Silverstone Circuit, Towcester, Northants NN12 8TN, UK

How much: £30 in advance

Find out more: 01959 541444, www.fordfair.co.uk

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Public track time will feature on the National Circuit while high speed passenger rides and demos will run throughout the day on Europe's fastest banked Oval Circuit. Track slots are mixed ability, cost £35 in advance for a 20 minute session, and are open to all pre-1995, road-legal classics.

When: Sunday, August 9

Where: Rockingham, Corby, Northamptonshire NN17 5AF, UK

How much: £35 in advance

Find out more: 01959 541444, www.retrocarslive.co.uk

Retro Cars Summer Track Evening

If more track time appeals but you don't want to commit to a full day, then the Retro Cars Summer Track Evening is just the ticket. Taking place on the evening of Wednesday, June 10, it features an open pit lane giving you the flexibility to go on and off circuit as you please. Brands Hatch Indy Circuit is a real favourite amongst track day drivers. This relatively short circuit is surprisingly difficult to perfect with double apexes at both Druids and Clearways corners. The swoops and dips add to excitement culminating in Paddock Hill Bend often described as being like dropping off the edge of the world, and it should be on the list of must-dos for every track day driver.

When: Wednesday, June 10

Where: Brands Hatch Circuit, Fawkham, Kent DA3 8NG, UK

Find out more: 0843 4533000, www.msvtrackdays.com/retro



Silverstone, Rockingham or Brands — you chose.



No matter what classic Ford you have — track it!

10 TRACK TIPS

1. Make sure your car is in tip-top shape
2. Take out track day insurance
3. Cover your arms and legs
4. Bring your driver's licence
5. Bring or borrow a helmet
6. Ensure your car meets the noise regulations of the circuit
7. Find a spot in a garage or in the paddock to be your base for the day
8. Make sure you've got enough fuel
9. Attend the driver's briefing
10. Enjoy yourself



FLAME-GRILLED

The third annual Thruxton Easter Revival took place over — you guessed it — the Easter weekend, and the racing was as close as you can get with the pre-1966

Historic Touring Cars providing the scorching, wheel-to-wheel action. More from www.thruxtonracing.co.uk.

Photo CLM Photography

IMAGE
OF THE
MONTH

RUSTY CORNER

Reader, Romany Palmer has owned, rebuilt and restored a few Anglias in his time, but even he balked at taking on this one.

"It was only 10 miles from where I live, and just goes to show that they do still crop up, abandoned in farmyards and fields. This one is well beyond saving as you can see, but it will still be a good source of spares."

Spotted an unloved Ford on your travels? Email photos and details to classicford.ed@kelsey.co.uk or write to us at the address on page 5.



Another Anglia 105E discovered...



... well, what remains of one anyway!

'ROUND ABOUT MIDNIGHT

Classic specialist has got your panel needs covered

The range of replacement and repair panels for classic Fords is growing at an ever-increasing rate right now, and one couple who know that more than most are Stuart and Annette 'Netty' Coldron who, since 2011, have run Midnight Classic Panels from its base in Lincoln.

"Stuart was working on his own rally car at the time and with each panel ordered there was a charge for postage which was putting up the cost of the repairs quite substantially," recalls Netty. "I thought it would be cheaper if we could sell them, and so the idea was born, and it's really taken off."

"We're an agent for Magnum Car Panels and so can supply all of its range for UK classic Fords, and we've just started supplying panels for classic Mustangs, too."

Stuart and Netty currently supply panels for rear-drive Escorts, and Capris, and the range is being added to all the time. They charge a flat fee of £8.50 for UK postage for panels weighing up to 15 kg (smaller items are sent through other delivery services), and can send panels worldwide through prior arrangement.

"We like to think that we offer a friendly and personal service, taking the time to talk, offering advice and help wherever we can. I often search for items that customers cannot find, something I enjoy doing and which I feel shows we are prepared to help however we can."

If you want to meet Midnight Classic Panels you'll find them at the Classic Ford Show, Santa Pod on May 31, Ford Fair at Silverstone on August 2, and FordFest at Santa Pod on September 13. Or hit up their website and check out their range of panels at www.midnightclassicpanels.co.uk.



Mk1 Escort wings are a top seller.



If you are searching for any classic Ford panel, even one not on Midnight Classic Panels' current stock list, Netty will try her best to locate what you need.

SOFA, SO GOOD

The ultimate workshop accessory?

How do you fancy a hand-finished, custom-made two-seater sofa that looks exactly like a stretched racing bucket seat? Because that's exactly what has been created here.

The Cobra Classic is fabricated by the same race engineers that keep BTCC stars like Matt Neal and Colin Turkington safe in their day jobs. OK, let's face it, the bucket sofa is probably a bit of overkill for just sitting down to watch Corrie or EastEnders, but then it is a lot cooler than anything you see in TV ads 'On Sale' constantly.

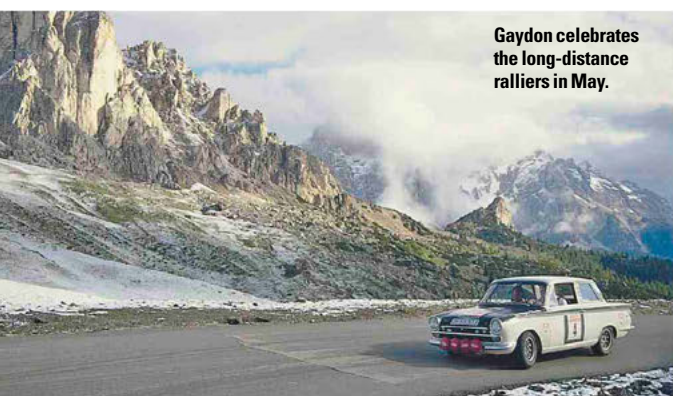
A substantial, mandrel-bent tubular steel frame holds it all together, which can be finished in any colour you desire. In fact, the whole sofa may be ordered in any colour, trim or design combination you want.

Be the talk of your local club, and proclaim your petrolhead status to the masses with this stunning piece of racing furniture.

Priced from £699, it's available to order from Cobra Seats on 01952 684020, or go to www.cobraseats.com.



The perfect seating for playing Gran Turismo with a mate.



Gaydon celebrates the long-distance ralliers in May.

Where to go in May

Historic Marathon Rally Show

When: Sunday, May 31

Where: Heritage Motor Centre, Gaydon CV35 0BJ, UK

What's going on: Not going to this Classic Ford Show this year? Then how about this free event at the Heritage Motor Centre near Gaydon? This new show will celebrate the exploits and endeavours of those men, women and cars that competed in the pre-1982 International Historic Rallies with emphasis on Marathon cars of this period such as the 1968 London to Sydney Marathon, the 1970 London to Mexico World Cup Rally, the 1974 London-Sahara-Munich World Cup Rally, right up to the second 1977 London to Sydney Marathon. Outside will see parades of the famous cars involved, club and trade stands, while inside the Heritage Motor Centre there will be lively Q&A sessions, unseen film footage of the period, interviews with competitors, reunions galore, and seminars. Entry into the show is free but the normal museum entry fees apply.

Find out more: www.historicmarathonrallyshow.com



IT'S A DATE!

Looking for our events listings? For May listings turn to page 66. For a full rundown of 2015 shows and events, go online at: www.classicfordmag.co.uk

COMING UP

What's inside the July 2015 issue?

Lordy, are we almost upon the July issue already? Inside next month's sizzling edition we're throwing down the gauntlet, gunning for the green light and gearing up for a Street Fighters festival of fast Fords. Yes, it's all about the street performance in the July 2015 issue with top feature cars including this no-prisoners, small-block Ford-powered Capri, one hot Escort 1600 Sport and many more.

All this plus a Capri 280 buyer's guide, engine build recipes from the pros, all the top tech advice you could ever need and more.



If ever a car needed a V8, the Capri was it.

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come with the
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Axles** already
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position. No
need to supply
donor stubs!

Coilover kits available for Lotus Cortina Mk1 & Mk2, Cortina 1600E & GT, Popular & Anglia Conversions, RS Cosworths, Escort Turbos, Escort Mexico, RS 1600i, XR2 Fiesta and most other classic Fords

TÜV
CERT
TÜV and ISO9000
Certification

Bump and
rebound
adjustable

Easy height
adjustment

Zinc Plated Body

Spring rates can be
altered on request.
Silicone Chrome
springs available

Nickel coated
steel outer tube

Self lubricating
spherical bearings

GAZ Camber Adjusters

Provides camber
adjustment for
tarmac
motorsport and
the serious track
day enthusiast.
(Not suitable for
road use).

FEATURES:-

- On-car adjustment
- Anodised billet alloy components
- Integral Top Bearing
- Can be combined with GAZ specially shortened coilover units for maximum adjustment.

Easy adjustment

Anodised Billet
Aluminium

GAZ GT Shock Absorbers

A very extensive range of telescopic dampers for both modern and classic car applications.

- These units can be built in various open and closed lengths.
- Bump and rebound is adjustable by means of a single control knob.

All units in all our ranges can be purchased individually or repaired, by return, in the event of an accident. Leda rebuild service also available.

A full range of springs are stocked at the factory for road and motorsport use.

GAZ GHA kits

Gaz GHA height adjustable kits are primarily made for the modified road car market.

FEATURES:-

- On car damping adjustment
- Shortened body and stroke lengths to allow a -25 to -65mm ride height adjustment
- Coarse acme form thread for ease of adjustment
- Zinc plated to minimise corrosion
- Includes high quality coil springs in various rates and diameters.
- Spring rates can be altered on request.
- When a coilover is unable to be installed a separate damper and rear coil spring with a variable spring platform is used so the kit retains full height adjustment all round.

GAZ Gold Coilover Kits

Premium height adjustable kits for tarmac motorsport and the serious track day enthusiast.

FEATURES:-

- On car damping adjustment
- 62mm bodies for increased oil capacity.
- Induction hardened piston rods
- Multi lip sealing.
- Gas cell in the outer reservoir to prevent cavitation and reduce fade in motor racing conditions.
- Lightweight billet alloy bases, end fittings, seats, lockrings, rod guides and gland nuts.
- Nickel coated steel outer tube to provide the best anti corrosive finish possible.
- Anodised outer alloy components

STACK MULTI-FUNCTION DASH

£3178.80 Demon Tweaks

If you're building the ultimate track Escort, then this set-up from Stack could well be for you. The LCD Multi Function dash logger incorporates everything you would expect to see in one configurable unit. The 7 inch display is user configurable for everything from tachometer range to warning light signal and shiftlight points. Designed to be clearly visible in day or night the display is capable of showing you everything you need including revs, speed, pressures, temperatures, volts, lap times, predictive lap times and more via 10 sensor inputs and an inbuilt accelerometer. And setting up the dash logger couldn't be easier with drag-and-drop PC software included. The display unit is shock and vibration resistant and is sealed against water and dust making it ideal for motorsport use.

Contact: 0844 3752590

www.demon-tweaks.co.uk



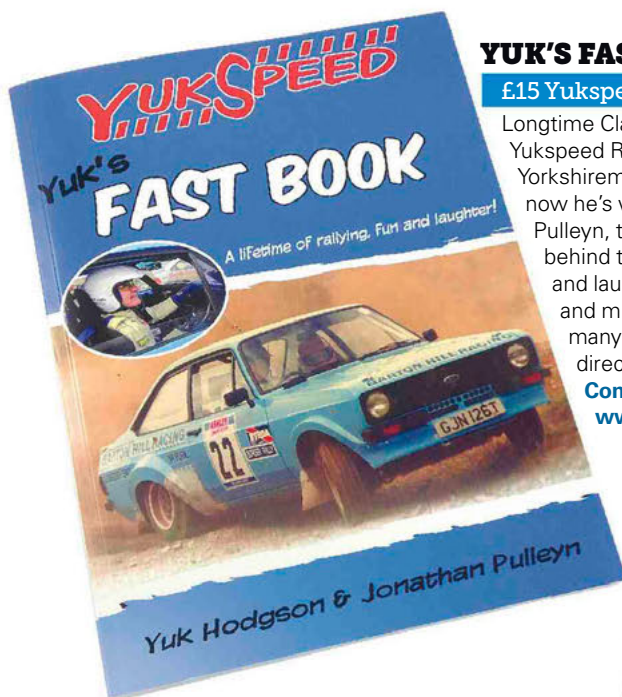
YUK'S FAST BOOK

£15 Yukspeed

Longtime Classic Ford readers will be well aware of Yuk Hodgson, who runs Yukspeed Rally Spares near York. He's a clubman rally driver, a character and a Yorkshireman, and well-known for his exploits on and off the stages — and now he's written his autobiography. Written with the help of Jonathan Pulleyn, this book takes you through Yuk's long career in motorsport, often behind the wheel of an Escort, with stories which will keep you smiling and laughing throughout. His sometimes daft exploits in the UK, Europe and much-loved Ireland are well-documented, backed up by the many period photos which run through the book. Order it direct from Yuk and you'll get a signed copy, too!

Contact: yuk@yukspeed.com

www.yukspeed.com



GRANADA AIRBOX ADAPTOR

£63 Webcon

If you've fitted a replacement Weber carb to your Cologne-engined Granada to get shot of the original Motorcraft item, then you'll know that you can't reuse the original Ford airbox. Webcon have remedied this with a special adaptor that allows the Granada airbox to be fitted to a Weber 38DGAS or 38DGMS carburettor. Genius.

Contact: 01932 787100

www.webcon.co.uk



CLARKE PRESSURE WASHER

£161.99 Machine Mart

It's showtime! Blast away the grime on your Ford with this 180-bar pressure washer. Featuring a powerful 2400 Watt motor that produces an impressive flow rate of up to 6 litres per minute, the JET 8000 is suitable for a wide range of cleaning applications. Wheel mounted for easy movement, and complete with 5.6 metres of high-pressure hose and an adjustable spray nozzle, the JET 8000 is ready to go straight out of the box. It is also compatible with a range of Clarke pressure washer accessories manufactured specifically to tackle various cleaning tasks.

Contact: 0115 9565555

www.machinemart.co.uk



HIGH-PRESSURE COSWORTH 4WD OIL PUMP

£171.95 Burton Power

It's been a while since Ford stopped offering performance oil pumps for the 4wd version of the Cosworth YB engine. Fortunately, Burton Power have come to the rescue by producing their own version. The high-pressure oil pump is suitable for Sapphire and Escort Cosworth YB 4wd engines running a wet sump.

Contact: 020 8518 9127

www.burtonpower.com



MK1 ESCORT SPEEDO CABLE

£POA Speedy Cables

Many classic Ford owners have trouble getting hold of replacement speedo cables, and that's where Speedy Cables can help with their custom cable service. Send your damaged or broken cable to them and they will make you a new replacement. All cables are handmade to a high quality — the fittings on this Escort speedo cable are pressed on, so won't pull off, the black PVC covering protects the metal conduit outer, and a nylon liner ensures a smooth operation and extends working life.

Contact: 01639 732300

www.speedycables.com

GOT A PRODUCT YOU'D LIKE US TO FEATURE IN CF?
EMAIL THE DETAILS TO:
CLASSICFORD@FUTURENET.COM

CARBON FIBRE MK2 ESCORT BOOT LINER

£169 Burton Power

Burton Power are now stocking GRP4 Fabrications' carbon fibre boot tray liner for the Mk2 Escort. The tray features genuine carbon fibre construction with a perfect weave pattern and reinforcement ribs, and has been tailor-made for easy fitment.

Contact: 020 8518 9127

www.burtonpower.com



DEI RADIATOR FLUIDS

£11.53 Design Engineering

Make sure your cooling system is in tip-top condition for the summer by flushing out all the rust debris and mineral deposits left behind in the radiator core and hoses with DEI's Radiator Relief Cooling System Flush. It's simple to use, completely biodegradable and will restore your cooling system's efficiency. Once done, give it a boost with DEI's Heater Hotter, which accelerates the transfer of heat from the engine to the cooling system. It's safe to mix with all types of anti-freeze — just simply add to your radiator.

Contact: www.designengineering.com

Classic Power For Classic Cars

New Applications just released

Aston Martin 6 cyl
Datsun 240Z, 260Z & 280Z
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Jaguar XK3.4-XJ3.8-4.2 & V12
Mazda RX7 13b
Sunbeam Alpine
Triumph Dolomite Sprint
Volvo B18/20
VW Type 1,2,4 Air Cooled
Porsche 356/914

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CUBE PUMP RANGE

Part No.	Pump No.	Price
SS500	40104	£34.81
SS501	40105	£33.15
SS502	40106	£33.68
SS503	40107	£38.05



from
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from
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Part No.	Pump No.	Price
60104	60104	£29.02
60106	60106	£28.48
60107	60107	£31.46

CLAM PACKS	Clam Shell Kit	Price
	FEP04SV	£33.40
	FEP06SV	£32.14

Clam includes: Pump, fuel unions

from
£44.95

CUBE PUMP KITS

Pump Kit No.	Pump No.	Price
40105 - K	40105	£44.95
40106 - K	40106	£45.54
40107 - K	40107	£50.49

Kits include: Pump, fuel union, filter
union & rubber mounting kit



from
£66.53

CYLINDRICAL PUMPS

Part No.	Pump No.	Description	Price
STS504	476087	Silver top	£64.98
STC505	476530	Competition silver	£67.85
RTW506	480532	Red top	£71.30
BTP001	480534	Blue top	£79.50

CYLINDRICAL PUMP KITS

Pump Kit No.	Description	Price
476087 - K	Silver top	£79.00
480530 - K	Competition silver	£81.20
480532 - K	Red top	£85.00
480534 - K	Blue top	£94.70

Kits include: Pump, fuel unions, rubber
mounting kit & spare fuel filter element

PRICES EXCLUDE VAT @ 20%



from
£79.00



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Alloy Fuel Tanks & Stands

12gln fuel tank	£180.00
12gln foam filled fuel tank	£250.00
12gln injection fuel tank	£250.00
12gln foam, filled injection fuel tank	£295.00
Filler neck splash bowl	£49.00
Hose to connect filler neck to tank	£15.00
Steel tank stand	£70.00
Steel injection tank stand	£75.00
Alloy tank stand	£98.00
Alloy injection tank stand	£99.00

Alloy & Fibreglass

Escort Mk2 Alloy Grp4 Front Spoiler	£75.00
Escort Mk2 Monte Carlo Alloy Arch Set	£320.00
Escort Mk2 Grp4 Alloy Forest Arch Set	£290.00
Escort Mk2 Alloy Grp1 Front Spoiler	£75.00
Escort Mk2 Tarmac Alloy Arch Set	£299.00
Escort Mk2 Fibreglass Bonnet	£135.00
Escort Mk2 Fibreglass Front Spoiler	£43.99
Escort Mk1 Or Mk2 Fibreglass 1/4 Bumper	£34.99
Escort Mk2 Fibreglass Boot c/w Spoiler	£135.00
Escort Mk1 Fibreglass Boot	£125.00
Escort Mk1 Bonnet	£135.00

Alloy Radiators & Fans

Escort Mk1/Mk2 Xflow/80A Radiator c/w Spal Fan	£299.00
Escort Mk1/Mk2 Pinto Radiator c/w Spal Fan	£299.00
Escort Mk1/Mk2 Pinto Radiator	£199.00
Escort Mk1/Mk2 Xflow Radiator	£199.00
Stant Radiator Cap 18-22lbs	£13.50
Stant Radiator Cap 21-25lbs	£13.50
Stant Radiator Cap c/w Lever 18-22lbs	£15.50
Stant Radiator Cap c/w Lever 21-25lbs	£15.50

Batteries

RMD 25 Battery	£59.50
Odyssey Red Top 20	£125.00
Odyssey Red Top 30	£155.00
Odyssey Red Top 40	£160.00
Fibreglass Battery Box	£34.99
Alloy Battery Tray 20/25/30	£39.99
Alloy Battery Tray (Transit Type Battery)	£45.00
Alloy Battery Tray Red Top 40	£45.00

Brakes & Brake Components

Ap Radial Kit fits under 13" wheels	£1140.00
(inc 2 ap open back callipers, 2 AP forest vented discs, 2 bells, 12 bolts Mintex pads, brake pipes & radial mounted brackets & all bolts needed)	
Ap radial kit fits under 15" wheels 305mm (inc as above)	£1395.00
Ap Monte Carlo front brake kit	£1699.00
(inc 2 callipers machined ready to fit, 2 ap tarmac discs, 12 nuts & bolts 2 bells, 1x mintex pads)	
**we also stock a wide range of wilwood brake kits please do not hesitate to call	
AP Forest Front Brake Kit	£1550.00
AP Monte Carlo Front Historic Callipers	£630.00ea..
(Machined ready to fit)	
AP forest calliper (machined ready to fit)	£599.00ea
Ap tarmac front discs	£162.00ea
Ap forest front discs	£145.00ea
Ap front mounting bells	£20.00ea
Ap rear vented discs	£145.00 ea
Ap rear solid discs	£185.00ea
Rear bells	£30.00ea
2.8 Capri vented discs	£65.00a pair
2.8 Capri vented discs grooved & drilled	£70.00 a pair
M16 spacer kit	£29.99
Princess spacer kit	£29.99
Mk1 Escort Goodridge Hose Kit	£39.99
Mk2 Escort Goodridge Hose Kit	£29.99
Screw Type Bias Valve	£37.00
Lever Type Bias Valve	£45.00
Vertical hydraulic handbrake kit	£90.00
Horizontal hydraulic handbrake kit	£90.00

Extra long vertical hydraulic handbrake kit	£95.00
Hydraulic handbrake kit no lever	£45.00
.625 .70 7.5 master cylinder	£24.00
Ap reservoir with bracket push on	£13.00
.625 .70 7.5 master cylinder	£24.00
Girling reservoir screw on	£13.00
Genuine girling master cylinder	£58.00
M16 callipers (brand new)	£55.00ea

Pedal Box

Escort Mk1 or Mk2 Hydraulic Clutch Pedal Box	£255.00
Escort Mk1 or Mk2 Cable Clutch Pedal Box	£225.00
Escort Grp4 Throttle Pedal	£34.99
Balance Bar	£25.00
Dash Adjuster Click Head Type	£25.00
Dash Adjuster Tube Type	£25.00

Brake pads

Mintex MDB1292 1144 Ap Racing Caliper	£67.00
Mintex MDB1292 1155 Ap Racing Caliper	£84.00
Mintex MLB52 1144 Princess Caliper	£57.00
Mintex MLB52 1155 Princess Caliper	£79.00
Mintex MDB1864 1144 Grp4 Forest Caliper	£65.00
Mintex MDB1864 1155 Grp4 Forest Caliper	£84.00
Mintex MDB633 1144 M16 Caliper	£51.00
Mintex MDB633 1155 M16 Caliper	£67.00
Mintex MDB1323 1144 Cosworth 2wd Fronts	£58.95
Mintex MDB1323 1155 Cosworth 2wd Fronts	£58.95
Mintext MDB1407 1144 Cosworth 4wd	£64.75
Mintext MDB1407 1155 Cosworth 4wd	£101.00
Mintex MDB1202 1144 AP Grp4 Caliper Rear Pads	£52.00
Mintex MDB1202 1155 AP Grp4 Caliper Rear Pads	£52.00
Mintex MDB1201 1144 Monte Carlo Caliper Pads	£79.00
Mintex MDB1201 1155 Monte Carlo Caliper Pads	£96.00

Ferodo DS3000 pads

Ferodo FCP832R DS3000 Princess Caliper Pads	£140.00
Ferodo FCP167R DS3000 Escort M16 Caliper Pads	£90.00
Ferodo FRP219R DS3000 To Suit Escort Forest Callipers	£115.00
Ferodo FRP203R DS3000 To Suit Monte Carlo Callipers	£120.00
Ferodo FRP202R DS3000 To Suit Grp4 Escort Callipers	£80.00

Engine & Electrical

Optronic Ignition Kit c/w PMA50 & Distributor	
Fitting Kit	£160.00
Cek150 competition kit c/w coil & distributor	
fitting kit	£230.00
Mega spark 3 coil	£30.00
Mega spark 4 coil	£35.00
Lumenition ignition leads ohc/pinto	£45.00
Lumenition ignition leads Xflow	£45.00
Lumenition ignition leads 16v red top	£55.00
Coil leads 18"	£13.50
Coil leads 24"	£14.00
Coil leads 36"	£15.00
Micro dynamics RL4 rev limiter	£99.00
Revtec rev counter 80ml O8 black or white	£125.00
Revtec counter 80ml O10 black or white	£125.00
Brand New OHC Bosch Distributor (rally spec)	£150.00
Fia Battery Cut Off Switch c/w 6ft Pull Cable	£17.99
Fia Battery Cut Off Switch	£15.00
Cortek Solid State Fia Battery Cut Off Switch	£215.00
Omex Clubman Rev Limiter Single Coil	£92.00
Omex Clubman Rev Limiter Twin Coil	£98.00
Omex Clubman Rev Limiter Single Coil c/w Launch Control	£115.00
Omex Clubman Rev Limiter Single Coil c/w Launch Control	£120.00
Omex Shift Light Sequential	£115.00

Omex Shift Light Pro	£93.00
Omex Speed System Single Coil	£115.00
Omex Speed System Twin Coil	£120.00
Escort Xflow Alternator 45amp	£55.00
Escort Xflow Alternator 80amp	£70.00
Escort Pinto Alternator 45 amp	£55.00
Escort Pinto Alternator 80amp	£70.00
Escort Nylon Alternator Strap	£20.00
Push Button Starter	£6.50
Push Button Starter Stainless Steel	£7.00
Push Button Starter Red	£8.95
Pinto Inlet Manifold	£99.00
Sytec Single Webber Throttle Linkage	£44.00
Sytec Twin Webber Throttle Linkage	£49.99
Sytec Single Dellorto Throttle Linkage	£44.00
Sytec Twin Dellorto Throttle Linkage	£49.99
Escort Rs2000 Steel Engine Mounts (pair)	£22.00
Escort Rs2000 Steel Engine Mount Kit c/w Rubbers	£44.00
Escort Mk1/Mk2 Heavy Duty Pinto Engine Mounts	£22.00
Escort Mk1/Mk2 Heavy Duty Xflow Engine Mounts	£22.00
Chassis Mount Engine Kits Pinto/Vauxhall/Xflow	£58.00
Chassis Mount Engine Kit Duratec	£68.00
Escort Mk1/Mk2 Xflow Silicone Hose Kit	£85.00
Escort Mk1 Rs2000 Hose Kit	£85.00

Competition exhaust manifolds

Rs2000 2"	£95.00
Rs2000 2 1/4 3 piece	£115.00
Rs2000 2 1/2 3 piece	£135.00
Xflow 1300 2"	£85.00
Xflow 1600 2"	£85.00
Xflow 4.2 1 2 1/4	£125.00
Xflow 4.2 1 2 1/2	£130.00
16V Vauxhall 2 1/4 redtop to escort	£190.00
16 v Vauxhall redtop to escort 2 1/2	£190.00
Capri ohc	£99.00
Capri 2.8	£150.00 pair
Capri 3.0 std manifold	£150.00 pair

Exhaust Systems

Rs2000 left hand single box 2"	£80.00
Rs2000 left hand twin box 2"	£85.00
Rs2000 right hand single box 2"	£85.00
Rs2000 right hand twin box 2"	£85.00
Rs2000 left hand single box 2 1/4	£105.00
Rs2000 left hand twin box 2 1/4	£115.00
Rs200 right hand single box 2 1/4	£105.00
Rs2000 right hand twin box 2 1/4	£115.00
Rs2000 left hand single box 2 1/2	£130.00
Rs2000 left hand twin box 2 1/2	£135.00
X flow single box 2"	£70.00
X flow twin box 2"	£75.00
X flow single box 2 1/4	£99.00
X flow twin box 2 1/4	£110.00
X flow single box 2 1/2	£130.00
X flow twin box 2 1/2	£135.00
Capri ohc	£109.00
Capri 2.8/3.0L	£195.00
Micra 1000cc system	£145.00

Lifeline Fire Extinguishers

2.0L Handheld	£28.99
2.4L fia Handheld fia	£55.00
2.4L Handheld Dumpy fia	£90.00
1kg Zero360 Handheld Gas	£190.00
2kg Zero360 Handheld Gas fia	£275.00
3kg Zero360 Handheld Gas fia	£385.00
2.25L Zero2000 Clubman Plumbed In Kit	£100.00
2.25 Fire Marshal Dumpy Electrical	£320.00
4.0L Zero2000 Mechanical Kit fia	£175.00
4.0L Zero2000 Electrical Kit fia	£365.00
2.25kg Zero360 Gas Mechanical fia Kit	£465.00

2.25kg Zero360 Gas Electrical fia Kit	£565.00
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Spares

6ft pull cable	£7.00
12ft pull cable	£12.00
Alloy straps for hand held's	£4.50
Extinguisher sticker	£1.00

Fluids & Oils

Castrol B373	£8.00
Castrol Srf	£49.00
Ap551 Brake Fluid	£9.00
Ap600 Brake Fluid	£20.00
Ap Prf 660 Brake Fluid	£20.00
Silkolene Syn5	£16.50
Silkolene Syn75	£16.50
Water Wetter	£12.99

Fuel systems Carbs

	Pump	Kit
Red Top	£58.00	£72.00
Silver Top Competition	£54.00	£72.00
Silver Top Road	£59.95	£69.90
Solid State Competition	£39.00	£49.00
Solid State Fast road	£34.00	£45.00
Facet Posi Flow Pump Kit 1.54 12v 150hp		£31.95
Facet Posi Flow Pump Kit 4-6 12v 180hp		£31.95

Regulators

67mm Filter king glass or alloy	£45.00
85mm Filter king glass or alloy	£57.00
85mm Filter king with gauge	£65.00
Gauge only	£15.00
Facet Sytec Adjustable Pressure Regulator 6/8/10mm	£24.95

Harnesses

All available in black red or blue and dated to 2018

Trs

4pt Club non fia	£50.00ea
4pt Pro Club fia 3x2	£99.00 ea
4pt Magnum fia 3x3	£115.00 ea
6pt Magnum fia 3x3	£125.00ea
4pt/Magnum fia 3x3 Superlite (with alloy adjusters)	£145.00ea
6pt/Magnum fia 3x3 Superlite (with alloy adjusters)	£150.00ea
4pt Hans Harness fia (with steel adjusters)	£120.00ea
6pt Hans Harness fia (with steel adjusters)	£130.00ea
4pt Hans Harness fia (with alloy adjusters)	£155.00ea
6pt Hans Harness fia (with alloy adjusters)	£165.00ea

Sabelt

4pt 3x3 fia	£115.00
6pt 3x3 fia	£125.00

Helmets, Intercoms & Headsets

Peltor G79 Snell 2010 c/w Intercom & Hans	£525.00
Omp Helmets	
Omp Jet 7 Hans Snell 2005	£230.00
Omp Jet 10 Hans & Intercom Snell 2010	£450.00

Accessories

Omp Helmet Bag	£30.00
Omp Hans Helmet bag	£35.00
Peltor helmet bag	£34.00
Peltor Hans/Helmet Bag	£49.99
Helmet Hammock	£29.99

Intercoms and Headsets

Peltor FMT120	£189.50
Peltor fmt200	£660.00
Fcl 15	£25.00
Fcl 6	£49.00
Peltor Open Face Headset	£99.00
Peltor Full Face Headset	£99.00
Peltor White Practice Headsets	£159.00
Terratrip Intercom Club c/w Headsets	£98.00
Terratrip Intercom Pro c/w Headset	£120.00
Terratrip Practice Headsets	£106.00

Stand 21 Hans Devices

Stand 21 Club Series Hans Device	£335.00
Stand 21 RS2 Hans Device	£550.00
Stand 21 Pro Carbon Hans Device	£800.00



ClassicFordShow

2105 SHOW PREVIEW

To get the season off to a flying start there's one iconic venue and one must-do show!

SUNDAY 31 MAY 2015

Santa Pod Raceway

**LAST
CHANCE
TO BOOK!**

Hurry, advance ticket offer ends May 27, 2015

Book yours now at:
www.classicfordshow.co.uk

BEAT THE RUSH

The show starts on Sunday morning, but that doesn't mean there's not heaps of action going on on Saturday. Santa Pod's hallowed quarter mile will be open for business all day, with Ford-only action between 5.30pm and 8.00pm.

Even when the strip finally stops for the evening it doesn't mean the action does. The bar will play host to live DJ sets, and if that all sounds a little sedate for your tastes, then the funfair will be open till late in the evening.

RWYB: £10 for unlimited runs
(from 5.30 pm until 8.00pm Saturday only)

Camping: £7 per person in advance
(£10 on the day)

Where from?

Book your camping tickets in advance at www.classicfordshow.co.uk, or just turn up on the day!

Sponsors and Partners

ClassicFord



The long, hard winter has finally begun to fade from memory, and it's now time to enjoy your Ford throughout the summer months. Of course the highlight of any self-respecting old Ford fan's calendar should be the Classic Ford Show at Santa Pod on May 31, with thousands of Dagenham's finest being used as they were intended. We've pulled out all the stops in order to make the 2015 show the best yet, with a huge variety of attractions on offer throughout the weekend. From concours displays to fantastic owners' clubs, this year's show really does have something for everyone.

Simon

CLASSIC FORD MAGAZINE

The *Classic Ford* stand will be a hive of activity throughout the day, with live interviews with owners, celebrity guests dropping by and a selection of our favourite feature cars from the last 12 months on display. Get a chance to chat to the mag staff too. The merchandise stand will be present as ever, giving you the chance to take home a Classic Ford T-shirt, stickers and even a back issue or two.

What's on

Confirmed magazine displays include the Magnificent Seven, Old School Cool and much, much more!

Why not subscribe at the show?

We will have killer deals running throughout the day on subscriptions to the magazine, so visit our stand as soon as you arrive and see what's on offer!



THE CLUBS

You don't need us to tell you about these — chances are you're already part of one! The enthusiasm-packed clubs and magnificent cars on display really do make the Classic Ford Show what it is, and each year the number pitching up and proudly displaying their members' cars gets larger and larger. Take the time to have a good wander around.



HIT THE STRIP!

Fancy testing your mettle on Santa Pod's famed tarmac? Of course you do. The strip will be open all day on Sunday for classic Ford-only Run What Yer Brung sessions, and it's a fantastic way to find out just how fast your car really is!

Where from? Sign on at the office at the start of the strip

How much? £20 for four runs

Strip Tips

Our top tips to making the most of your quarter mile experience:

1. Don't forget both parts of your driver's licence — you'll need them to sign on.
2. No slicks — your tyres must display a DoT or E mark and have road-legal tread.
3. Cover your arms and legs.
4. Seatbelts must be worn.
5. All soft-top drivers must wear a crash helmet — bring your own.

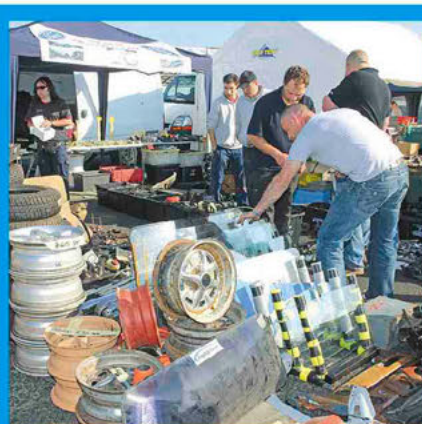


Supported by

BURTON
The POWER to Perform

HOMEBUILT HEROES

The ever-popular Homebuilt Heroes area returns, and as ever it will showcase some of the finest garage, driveway, and lock-up built Fords. Owners will be interviewed throughout the day too, with a live feed to a massive TV screen.



THE CLASSIC AUTOJUMBLE

Need that elusive piece of trim? Something that even repeated trawls of internet auction sites hasn't been able to unearth? Then chances are you'll find it somewhere in the retail village, a sprawling mass of stalls offering everything from tuning goodies to NOS panels.

THE GREAT UNVEILING



The culmination of months and months of hard graft, blood, sweat and tears, the Great Unveiling really is a key part of the show. We've assembled some of the most amazing builds from the last 12 months, everything from concours restorations to

highly tuned monsters. Make sure you grab a good vantage spot by the Classic Ford stand early, as this is one of the most popular attractions on Sunday and draws a large crowd.

Where? At the Classic Ford magazine stand



SHOW AND SHINE

A fantastic opportunity to play a big part in the show, the Show And Shine Competition is always massively popular. What better way to display the old Ford you've just spent the winter months perfecting than to enter it here, and be in with a chance of winning some great prizes, too? From track-focused Escorts to freshly resurrected Granadas — they'll all be welcome at the Show And Shine Competition.

How much? Free

Where from? Register now at www.classicfordshow.co.uk



THE RALLY STAGE

Classic Fords and rallying really are a match made in heaven so it's only fitting that the show has an area dedicated the sport. The London Rally School will bring their Group 4 Escorts along, giving you the perfect opportunity to have a passenger ride in one. The cars will be hammering round the Santa Pod special stage all day.

Where? The Rally Stage can be found next to the Ford-only car park

OLD SKOOL FORD DRAG CHALLENGE

The ever-popular national championship for classic Ford drag racers will be at Santa Pod once again, offering old school quarter mile entertainment and a healthy dose of tyre-smoking action. See the country's quickest street legal Fords competing for the best time on the day — it's highly addictive stuff!

As with last year, the organisers will allow contenders to use their times from Saturday or Sunday, which gives those who want a chance to view the show on Sunday an opportunity too — your handicap can be established either day. You do not need to attend both days as long as you're there on the Sunday.



RETAIL VILLAGE

This is the place to splash out on some high-end goodies or grab a bargain, be it a stunning aftermarket manifold or a recently refurbished turbo. Even if you aren't planning on buying anything, it's worth a look round just to admire some of the parts on offer. The stallholders themselves have a vast amount of knowledge too, so they're more than capable of advising you of which part is best for your particular flavour of classic Ford.

KIDS' ENTERTAINMENT

Whether you're a family or just a big kid yourself we've got some entertainment on hand for you at the show. There will be bouncy castles, an inflatable Mega Slide and obstacle course, only £3 each. The awesome funfair will be running all day Saturday and Sunday too. Don't forget to head over there and prove your true driving skills on the dodgems — especially entertaining on Saturday night!



VENUE

Santa Pod Raceway
Airfield Road
Podington
Wellingborough
Northants
NN29 7XA

Gates open to the public at 8 am

Tickets £17 in advance, £22 on the gate, Camping £10 on the gate
FREE entry for two children aged 14 and under when accompanied by a paying adult

WHEN YOU GET THERE

Please have your advance tickets available for inspection at the gate. You can purchase tickets on the gate for £22 per person.

STAYING IN THE AREA?

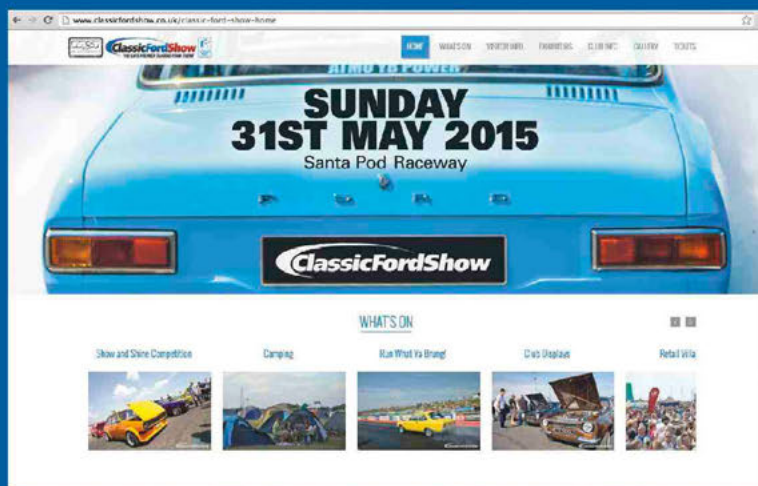
You can check out accommodation in the local area by calling the local Tourist Information Office on 01604 686567 or visit www.explorenorthamptonshire.co.uk

WWW.CLASSICFORDSHOW.CO.UK

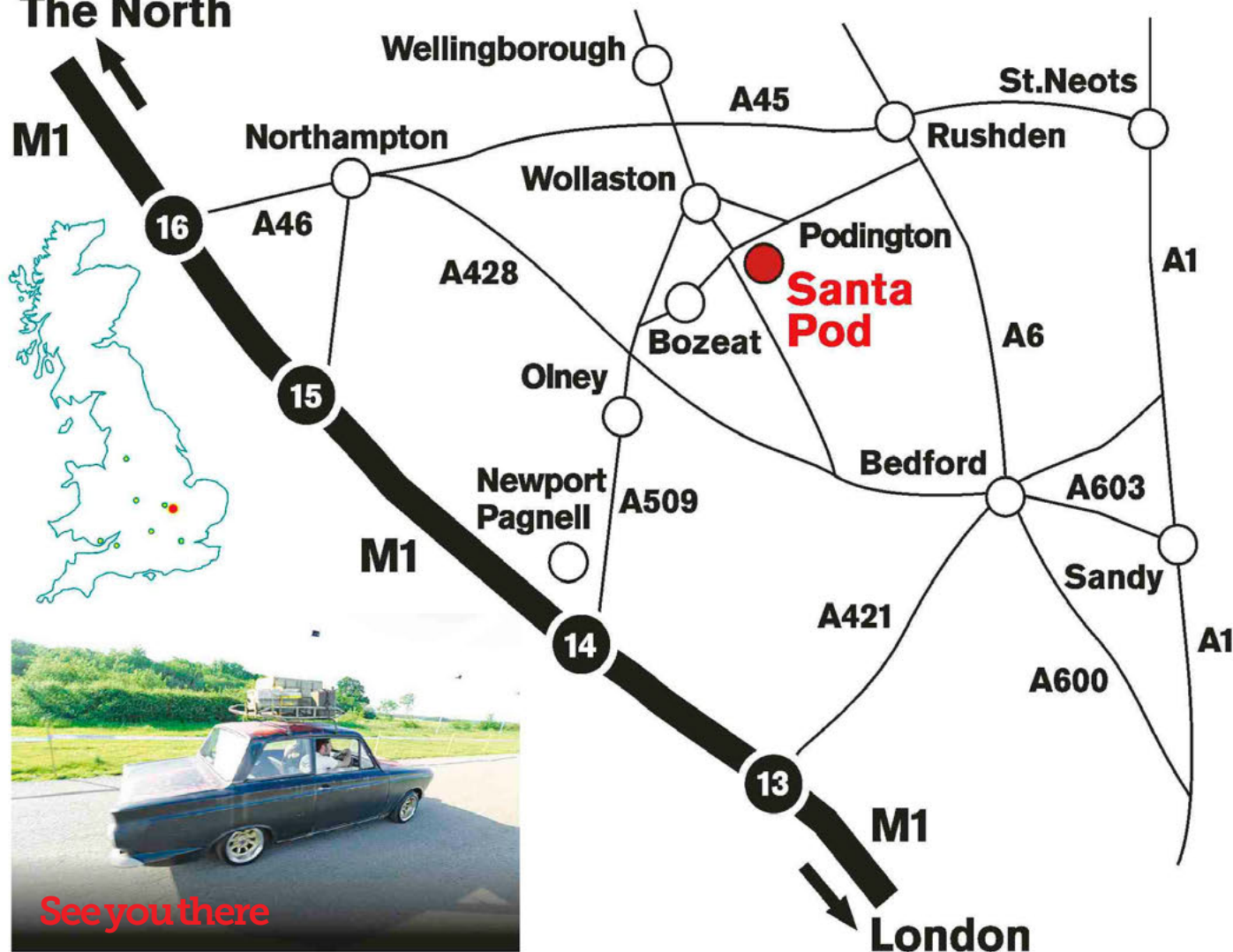
Check out the official Classic Ford Show website for all the latest info and updates on this year's event. You can buy your advance tickets, saving £5 on the gate price, plus you will find movie clips from last year's show.

The website also contains details of running your car up the Santa Pod strip, trade stand news, Show & Shine and much more. Plus, you'll find all the contact details you'll need as well as answers to the most frequently asked questions.

Just direct your browser to www.classicfordshow.co.uk!



The North



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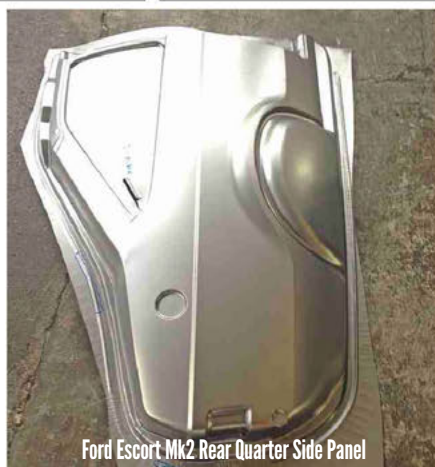


NEW PANELS PREVIEW

An update from production!

The first press of the new tooling for the Ford Escort Mk2 rear quarter side panel, Ford Escort MK2 boot floor panel, Mk2 front chassis legs, Mk1 lower bulkhead panel (lower firewall) and Mk1/2 rear chassis legs are now ready and available from our leading stockists!

Like us on facebook for more information on part availability.



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NOW AVAILABLE

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Second-Coming

Words Simon Holmes Photos Mitch Pashavair

It's taken the best part of a decade, but Jonny Harris has built himself another feature car, and this one is set to become as iconic as his first.



"THIS ONE'S PACKING A BIGGER PUNCH THAN THE ESCORT DID, LITERALLY, THANKS TO A RATHER SPECIAL 2-LITRE CROSSFLOW"

Even now, I can still clearly remember the moment I popped into my local corner shop and first laid eyes on the December 2002 copy of Classic Ford that would change my life forever. It was the first issue of the magazine I ever bought and it was solely the cover car that had attracted my interest. I couldn't explain exactly what it was about the plain white Mk1 Escort that appealed to me; it just looked so simple, functional and yet somehow menacing. It was owned by one Jonny Harris, grandson to legend, Ron Harris, and it virtually single-handedly kick-started my interest in classic Fords.

Fast-forward 13 years and in a surreal twist of fate I find myself sat in Jonny Harris' living room, cup of coffee in hand, chatting to him about the white Mk1's long-overdue replacement that's parked outside. The Anglia is undoubtedly a worthy sequel that seems to have captured that same simple yet hugely effective look down to a T. But this one is packing a much bigger punch than the Escort did, quite literally. Under the bonnet is a rather special 1950cc Crossflow making nearly 200 bhp that his granddad, Ron, came out of retirement to build.

It's pleasing to know that it wasn't just me that fell in love with Jonny's white Mk1. Having

spoken to other readers, it seems many idolised that Escort in the same way I did and I've often wondered what became of it.

"I know the guy that owns the car now but it rarely gets taken out," reveals Jonny. "I sold it about nine years ago and I've regretted it ever since. I used to go to bed dreaming I had it back!"

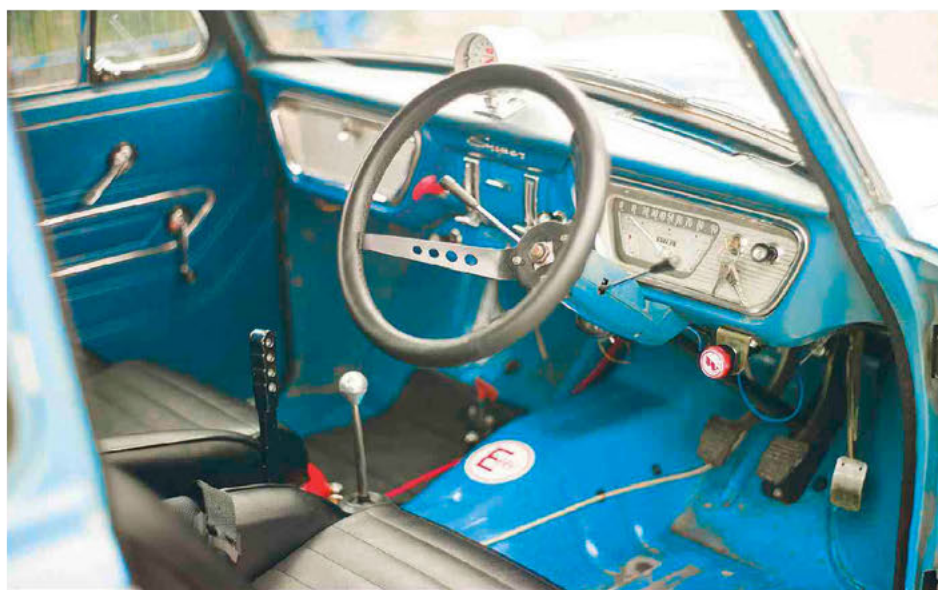
Second chance

The Anglia was purchased three years ago to fill the project car-sized hole the Mk1 left behind and there were several reasons for the less obvious, non-Escort choice.





Jonny's infamous, pushrod-powered Mk1 Escort made the cover of our December 2002 issue.



Interior is stripped and period-perfect. Well, apart from the modern style fly-off handbrake, anyway...



OMP lowback buckets are new, but look the part.





BUILDING A 2-LITRE CROSSFLOW

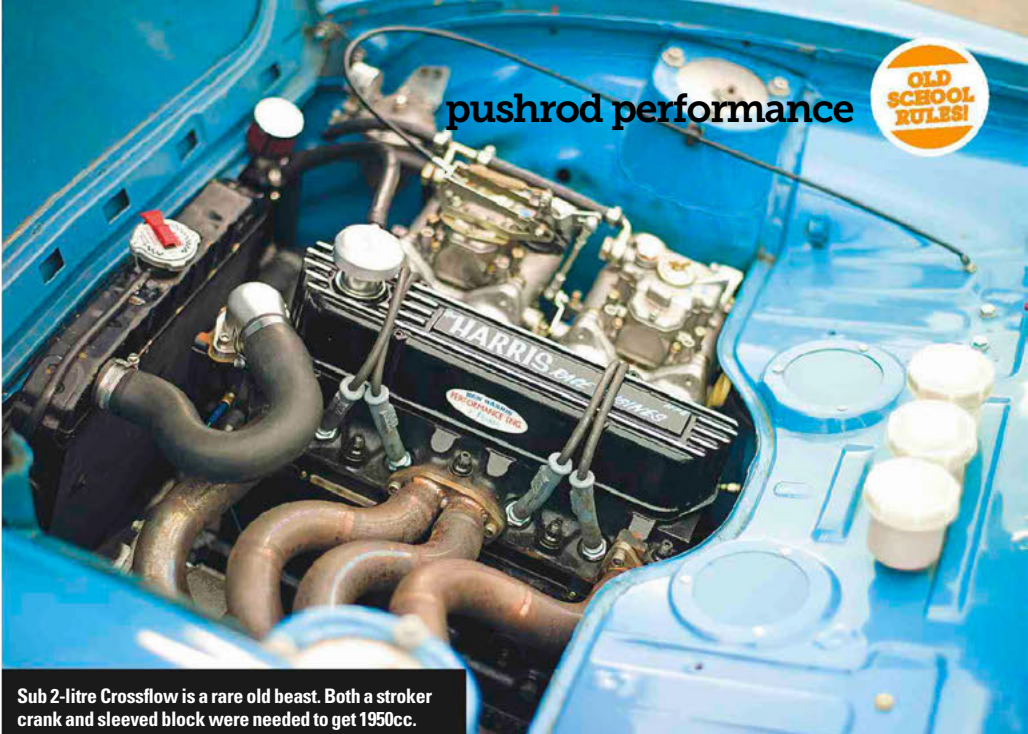
"It's been a lot of work," reckons Jonny. "Originally we wanted to use an AX block but couldn't find one, so we used a good 711M block instead. It's been sleeved to an 84 mm bore and the steel crank and rods give an 88 mm stroke. Both the block and cam had to be machined for clearance on the rods, too." The head has been heavily fettled and fitted with roller rockers and the custom billet cam is to Ron's own specification. The engine breathes in through a set of twin 48 carbs and out through the gorgeous, specially-made Simpson 4-into-1 exhaust manifold, which all seems to work well together. "It was 184 bhp when it ran the 12.3 and now it's making 196 bhp after some tweaking."

"ANGLIAS HAVE A LOT MORE CHARACTER, AND THEY LOOK EVEN BETTER LOWERED ON A SET OF WHEELS"

"My dad had an Anglia years ago and I think I got it from that," says Jonny. "To me, Anglias have a lot more character. They look American from behind and they look great lowered on a set of wheels."

This totally-standard 1200 Super was found in Yorkshire and selected solely for its bodywork. It had covered just 27,000 miles with just one previous owner to its name and was still wearing its original chrome, paint and just about everything else from 1965, which is probably why it broke down four times on the way home.

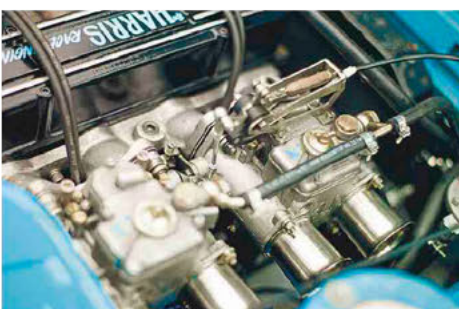
"I was looking for a rock-solid shell as I wanted to avoid doing bodywork. I don't mind painting, but welding and panels take up the time and money. I paid a mint for it but it's a good shell, completely original and it's never been welded."



pushrod performance



Sub 2-litre Crossflow is a rare old beast. Both a stroker crank and sleeved block were needed to get 1950cc.



Twin Weber 48s feed the fuel-hungry 2-litre pushrod.



Jon's looking forward to hitting the strip again this year.



Two Gates alloys: essential South London fitment...

"I sandblasted it myself. It took a long time and it was messy but I didn't want to half-do anything. When it was in bare metal I then primed it and my cousin, Ollie painted it for me, so it was as good underneath as it was on top. All my family have helped out with the car in some way and my cousin, James supplied the 3J Driveline LSD, too."

Pushrod performance

The choice of powerplant had also long been decided and, unsurprisingly, it wasn't going to be a Zetec. Instead, Jonny had his heart firmly set on good-old pushrod power.

"Everyone said put a Pinto in it as I couldn't get the kind of power I wanted without fitting one, but I knew I wanted a Crossflow. I prefer the sound of them and I didn't want anything too heavy up front as it was built to handle. I knew I wanted big power so bought the 1800 crank first, but then thought I might as well go-all out so I would have no regrets in the future."

All-out meant even more capacity and Ron, who had offered to build the engine, wasn't convinced about the idea at first. "Granddad doesn't build engines anymore, but he can't sit still either. He wanted to build an 1800 and told me it would still give a lot of power. But I persuaded him to build me a 2-litre and he eventually agreed. It was a lot of extra work though and he hadn't built one before, but I knew it would be impressive as he is the pushrod king!"

With the project taking longer than expected the 2014 Classic Ford Show was set as a deadline. Two weeks of nights in the garage followed and the car finally came together the Wednesday before the show! However, a →



Jonny set out to find the cleanest, rust-free Anglia he could, so he was able to concentrate on the running gear.

"THE CAR WAS STILL IN PIECES ON THE FRIDAY BEFORE THE CLASSIC FORD SHOW"

teething problem meant the engine was stripped back down again, but another huge effort saw Jonny rewarded for his trouble.

"On the Friday the car was still in pieces. We put it back together Saturday and stopped off at the dyno on the way to Santa Pod! But first time out on the track, straight out of the box, it just launched and went. I was told by people you can never get an Anglia to grip. They took their words back after that! It ran consistent low 12s all day with a best of 12.38."

Chasing speed

For a naturally-aspirated, Crossflow-powered Anglia that's a staggering time and the car's success on the strip has meant Jonny now has a new goal in mind. He admits he's now hooked chasing times and the dream is to run an 11 second quarter

mile with the car. He's on line to do it, too, with plans for a little more power and a lot less weight this season, so there's talk of fibreglass body panels. There are also plans for a roll cage, dry sump and even throttle bodies before it goes out on track, which is still the idea. But one thing that's not changing is the bodywork.

"I wanted to paint it at first, but I just didn't want to lose the originality of the car and unrestored it has so much character. I'd love to have it mint but it's too much of a racer now and I'd worry about it too much as it's been built to drive."

So, it seems Jonny has done it again, creating yet another legendary build and this time one that could go down in the record books. Perhaps he will do the smart thing and keep hold of this one. **CF**

Tech Spec

Body

1965 Anglia Super, unrestored and original, weighed at 850 kg with driver

Engine

1950cc Crossflow, 711M block fitted with 84 mm sleeves, 88 mm stroke, steel crank and rods, forged pistons, baffled wet sump, twin 48 carbs, Simpson 4-into-1 manifold and system, electronic MSD ignition with custom leads, standard radiator

Transmission

Escort RS2000 four-speed, hydraulic clutch, AP Racing pressure plate and cover, shortened English axle, Quaife floating shafts, 3J Driveline LSD

Suspension

GAZ adjustable dampers all-round, Escort front end, shortened track and quickrack, compressions struts, modified anti-roll bar, Milton five-link rear end

Brakes

Front: Hi-Spec six-pot callipers with two-piece floating discs.

Rear: Hi-Spec two-pot callipers. Bias pedal box, braided brake lines throughout, hydraulic handbrake

Wheels And Tyres

7x13 inch Two Gates alloys, with 175/50R13 Yokoham tyres, drag slicks for racing

Interior

OMP lowback seats, harnesses, partially stripped

Thanks

A big thankyou for your help and contribution to my girlfriend, Stevie Peacock; and the Harrises – granddad, Ron and nan Pam, my dad, Martin, my uncles, Andy and Jeff, cousins, Andy, James and Ollie and my auntie Pam

Low, definitely not slow: Anglia is built for street and strip duties.





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MONTE CARLO

Here's how you end up with a tribute to one of the best-looking rally Escorts of all time — the 1979 Monte Carlo Mk2s!

Words Jamie Arkle Photos Chris Frosin



OR BUST

There's no doubting that this Mk2 Escort looks a little out of place when we first catch sight of it online — especially as images of it automatically scroll by while interspersed with shots of various Astras, Hondas and all manner of other modern, everyday motors. It's a car that would have a hard job blending in pretty much anywhere though, seeing as it sports a livery that instantly calls to mind Ford's WRC glory days, massively wide arches and, once coaxed into life, a snorting Pinto fed by massive carbs. It's a potent mix that recalls famous rallying exploits and Ford's assault on the 1979 Monte Carlo rally in particular, a period when the second generation Escort really was at its very peak and could take the fight to Fiat on any given event.

However, despite bearing all the hallmarks of a genuine, mud-slinging rally weapon, this

particular car is a strictly road going creation, one that's been painstakingly put together by a massively-dedicated Ford rally fan, Ian Oscroft.

Life-affirming

Ian's been associated with fast Fords for decades and can clearly remember lusting after Mexicos, RS2000s and big V6 Capris in the early '80s.

"Back then they were the cars to own, though only my mates that worked down the pits could actually afford them," Ian recalls. "I worked in the parts department of a local Ford garage though, so I was always around them at the time."

Fast forward to 2011 and Ian found himself undergoing major surgery, something that understandably made him look at certain aspects of life differently. He resolved to build himself the Mk2 Escort RS2000 he'd always promised himself and wasted no time in





One of the simplest but most evocative rally colour schemes.



Blue-trimmed seats ordered to match the Monte livery.



Custom carbon-fibre door cards and rally pouches...



... with bespoke tool kit mounted on to the rear firewall.



Facet pump and Filter King regulator feed the Webers.



It may not be up to regs but all the right rally gear is in.

placing wanted adverts. It wasn't long before Ian found himself signing his name on the logbook of an immaculate Venetian Red example — though, as purists will be glad to hear, it wasn't actually the car you see here.

"Shortly after buying the red car I found myself at a local Escort specialist and spotted this car's bare shell gathering dust in a corner of the workshop," Ian muses. "It'd come from South Africa, was a genuine RS2000 and had been put together by Kevin Theaker at Rallysport Development (01653 699395) using the moulds and measurements from one of the spares cars assembled for that 1979 Monte assault."

The shell was tubbed, fitted with aluminium Tarmac arches, boasted a full set of panels, was totally rot-free and looked incredibly imposing — and that was without glass or any means of propulsion! It proved just too tempting a proposition to resist, and Ian soon found himself owning two RS2000s; one in standard trim, the other well on the way to being a rip-snorting rally replica. The fact the shell had been completed meant that Ian was in the enviable position of being able to jump right in sorting the oily bits, starting by buying and fitting an LSD-equipped Atlas axle from a Capri.

What's in the box?

Obviously a full-fat BDA would've been found under the bonnet of the works cars, but Ian's real-world budget meant something that exotic was out of reach. Plans were originally drawn up to fit a Zetec (with a BDA cam cover, naturally), but a trip to a local kit car firm to look at crate engines resulted in a change of plan.

"I got talking to the owner about what I was fitting the Zetec to, and he happened to mention that they'd recently built a high-spec Pinto for a customer who'd since changed his mind," explains Ian.

The wraps were taken off a stunningly well spec'd 2.1 Pinto, with barking twin 45 Weber carbs, a lightened and balanced bottom end, brand new pistons, a fast road cam and a lightweight flywheel. It was, in short, the perfect engine for the car Ian was building, and it didn't take long before it was being fitted between the Escort's wings and mated up to a Type 9 five-speed gearbox. It's a set-up that's perfect for a car like this.

This isn't a Mk2 that's really been built for overwhelming power anyway, with Ian having dedicated more of his time to perfecting the suspension and chassis setup, though always ensuring the finished car was a useable, road worthy proposition.

"Rallysport Development had already moved the top mounts out by 1.5 inches either side in order for the suspension to work with the wide arches, though I still had to fit compression struts and adjustable TCAs in order for the wheels to fill them properly," says Ian.

You'll also find a modified World Cup crossmember, roller-bearing top mounts, Bilstein coil-over converted uprights and plenty of polybushes fitted to the shell, so it's fair to say that this is a car that's become much more focussed and taught under Ian's ownership. And those wheels are an impressive 9-inches wide at the rear, though even with this much girth they only just manage to fully fill those cavernous Tarmac arches.



A BDA would be good, but in the real world this 2.1 Pinto makes for the perfect substitute... although plans for a Zetec are in place.

THE MONTE ESCORTS

ONE-OFFS THWARTED

The Monte Carlo Rally has always carried a huge amount of prestige and a Monte win really did mean a massive amount to manufacturers in the late '70s, especially for Ford who still had to prove that the Escort was equal to the Fiat 131 Abarth on sealed surfaces.

Boreham went to town in their attempt to scoop the Monte win in 1979 and prepared two very specialised Escorts just for the event, featuring modified floorpans, relocated bulkheads and chassis-mounted engines that sat lower and further back. Bjorn Waldegard and Hannu Mikkola were selected to drive these 270 bhp fuel-injected monsters, and both were more than capable of taking the fight to Frenchman, Bernard Darniche in the aging Stratos. Sadly for Ford, France's partisan spectators had other ideas and both drivers found themselves facing 'creative' obstacles along the way. Waldegard eventually had to settle for second place; he lost by just six seconds, a portion of time he had to spend clearing carefully placed rocks from the stage.



JAC custom manifold leads in to full stainless system.



A medical emergency changed Ian's life outlook.





Fat 9 inch rims still struggle to fill the alloy arches.



A front-end such as this can only wear a set of Cibes — Oscars and Supers.

Die-hard rally fans will no doubt be clamoring to say that the genuine works cars normally ran with smaller, 13 inch wheels, but then Ian never set out to build a perfect replica, just a tribute to those famed cars. “I trialled 13s at the start, but they just didn’t look right under the arches, hence the decision to swap to Olympic Blue-painted 15 inch ones all round,” he says.

Tight fit

Little details make all the difference on a car of this calibre, and the inside of Ian’s Mk2 doesn’t disappoint. That Safety Devices cage is the real deal, though getting it to work inside the confines of the shell caused more than its fair share of head-scratching.

“The cage was all in and about ready to be bolted in place when I realised that the centre bar that runs down the inside of the B-pillar was a good 3 inches off the mounting point! It was an off-the-peg Escort cage, so of course it hadn’t

been built with such a wide, tubbed car in mind, but nothing that a bit of modding couldn’t solve.”

Other neat details include the Recaro seats (retrimmed in period Ford blue), the firewall-mounted tool roll, alloy centre console and custom designed door pockets and cards - the latter covered in carbon-effect wrap.

This Escort actually has a fair bit in common with Paddy Mohan’s ‘Black Escort’ from a few months ago; both are seriously well screwed together Mk2s that boast impressive spec lists, and both manage to be tributes to famous rallying Escorts without becoming slaves to authenticity and originality. Old Fords should be about having fun and driving great cars, and that’s a belief that’s at the very heart of Ian’s example, a car that’s undoubtedly among the finest road-going rally replicas around.

16 valves?

Plans for the future? Well, good as that Pinto is it hasn’t quashed Ian’s desire for a BDA-covered Zetec, so one may well find its way under the bonnet at some point, probably with some individual throttle bodies and a rear disc conversion for company. Sounds like a winning formula to us. **CF**



“OLD FORDS SHOULD BE ABOUT HAVING FUN AND DRIVING GREAT CARS”

Tech Spec

Body

South African 1979 Mk2 Escort RS2000 bodysheet with aluminum arches and bonnet, measurements taken from works Monte Carlo rally car, fiberglass bumpers, new FORD grille and H4 headlights, Cibe Oscars and Cibe Super Oscars, RS2000 boot spoiler, bonnet pins, black metal bumpers, period Monte Carlo rally livery, brake cooling ducts in front valance, tinted side and rear windows, Ford Motorsport sunstrip

Engine

2.1 Pinto with lightened and balanced bottom-end, new pistons, uprated fixings throughout, aftermarket fast road camshaft with uprated valvetrain, twin 45 Weber DCOE carbs on short manifold, lightened and balanced flywheel, alloy radiator, washer bottle and oil catch tank, JAC stainless steel exhaust system and bespoke four-branch manifold, black silicone hoses, heavy duty Bosch battery, bespoke wiring loom with safety fuses for all circuits

Transmission

Type-9 five-speed gearbox, uprated clutch, RS2000 propshaft, Atlas axle with LSD, axle brace, anti-tramp bars

Suspension

Front: Bilstein coil-overs, roller-bearing top mounts sited 1.5 inch further outwards, World Cup crossmember, adjustable TCAs, compression struts, polybushes.

Rear: uprated dampers, 2 inch lowering blocks, polybushes

Brakes

Front: Capri 2.8i discs and callipers, aftermarket pads, braided lines, bias adjustable pedal box, hydraulic handbrake with fly-off lever.

Rear: rebuilt 9 inch drums, braided lines

Wheels

Front: 8x15 inch Minilites in Olympic Blue, **Rear:** 9x15 inch Minilites in Olympic Blue

Interior

Safety Devices six-point roll cage with door bars, Recaro bucket seats retrimmed in Ford Motorsport colours, four-point harnesses, firewall-mounted tool kit, RS2000 instrument cluster, Group 4 steering UJ, Springalex-style wheel, custom door pockets and cards, alloy centre console and foot plates, boot-mounted and shaped alloy fuel tank, Facet fast road pump, Filter King with adjustable FPR, remote fuel and engine cut-offs, boot-mounted spare wheel with centre post



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Top 10 Old school upgrades

You voted, we counted. Here are your all-time favourite classic mods!

10 Wide steels

Cost: ★★★★★

Before modern casting and machining techniques brought the prices down, if you wanted decent alloy wheels on your classic Ford, you had to pay a lot for the privilege. The alternative was to bolt on a set of widened steels – they looked great, the grip levels improved (most of the time) and best of all they were affordable. For classic Ford owners, the obvious choice was a set of 5.5x13s, better-known as Lotus steels. Made largely by Dunlop and Rubery Owen, and

sold as an aftermarket accessory, most had never been near a Lotus Cortina, but that wasn't the point. Dunlop even offered 6x13 and 7x13 widths, and for those on a really tight budget, you could get your own wheels banded to whatever width you desired. After falling out of favour for many years, Lotus steels are now much in demand, with prices for good sets high. An alternative are brand-new steels made by Weller. They're not an exact copy, but once the central hub cap is fitted, no-one is any the wiser. **Contact:** WellerWheels, www.wellerwheels.com



8 Extra dials

Cost: ★★★★★

Ford's somewhat stringent approach to kitting out their interiors mean that unless you bought a high-spec or sporty version of one of their cars such as a GT, you got little in the way of comprehensive instrumentation. And you needed to know exactly what your engine was up to, right? Fortunately, gauge manufacturers realised this quite early on, and so extra auxiliary dials have been a popular mod for some time, many coming with their own bespoke pods or clusters to house them in, too. Vacuum pressure, oil temperature, amps... the choice was and still is vast. For extra period points, hunt down some good-condition Yazaki gauges, but if that proves too difficult, Smiths still manufacture a range of 52 mm and 85 mm dials in the classic style.

Contact: DemonTweeks, 0844 3752590, www.demon-tweeks.co.uk



9 Lowback bucket seats

Cost: ★★★★★

Unless you're going for the stripped-out street racer look, modern highback bucket seats just don't sit right in the interior of a classic Ford. But classic lowback buckets do, and they can work with both a fully-trimmed or stripped and caged interior. The design dates back to the '60s and while it's nice to track down a pair of original Restalls for über scene points, unless you're very lucky, the cost of them will be through the roof. Instead both Cobra and Corbeau make versions of this classic design, and Midland Wheels do a budget version, too. **Contacts:** Cobra, 01952 684020, www.cobraseats.com Corbeau, 01424 854499, www.corbeau-seats.com MidlandWheels, 01926 817444, www.midlandwheels.com



7 Big-bore engine conversion

Cost: ★★★★★

Back in the day, tuning magazines were full of adverts offering big-bore conversions – 1800 Crossflows, 1900 CVHs, 3.1 Essex V6s... This was from a time when oversize pistons were readily available and engine blocks were cheap and plentiful, so tuners could cherry-pick the best blocks suitable for a rebore. It was a straightforward route to more power and torque, when camshaft design wasn't as advanced and induction choices weren't so vast. Times change, of course, and the availability of suitable engine blocks has diminished greatly plus there are often better bolt-on routes to a few more bhp. But there's no denying the appeal and practicality of a big-bore Ford motor and 1700 Crossflows and 2.1 Pintos are still the staple diet of classic Ford fans right across the globe.

Contact: CTM Performance, 020 8592 1180, www.ctmperformance.com



6 Period rocker cover

Cost: ★★★★★

They won't give you any more power, but then and now, your choice of rocker or cam cover can make or break an engine bay. Originally developed by tuning companies to replace the flimsy pressed-steel ones fitted as standard by Ford, these cast alloy covers were often needed to cope with taller valvetrain gear, but the same tuners soon realised they were also a great advertising space and

started putting their logos on them. These original designs from some of the classic tuning companies such as Holbay or Cosworth are now highly-prized, but keep your eyes peeled and it's still possible to pick up a genuine period aftermarket cover for a decent price. Or go new – Burton Power stocks a good range of covers for all the main Ford engines which have the right look.

Contact: Burton Power: 020 8518 9127, www.burtonpower.com

5 Sports steering wheel

Cost: ★★★★★

Like wide steels, the sports steering wheel fell out of favour for a time. Once considered a naff accessory of the Carlos Fandango school of modifying, fortunately, time and tastes have been kind to the sports rim and original brands such as Mountney and Springalex are now back in a big way. It's not hard to see why – sporty models aside, Ford were never great at equipping their cars with decent wheels, and fitting an

aftermarket one is a simple and cost-effective classic mod. Upmarket wheels from the likes of Les Leston and Moto-Lita (the latter still a going concern) can fetch good money, but Mountney rims are still cheap to buy new or second-hand, and Rally Design have been stocking the reintroduced Springalex wheel for a good few years now.

Contacts: Moto-Lita, 01264 772811, www.moto-lita.co.uk
Rally Design, 01227 792792, www.rallydesign.co.uk

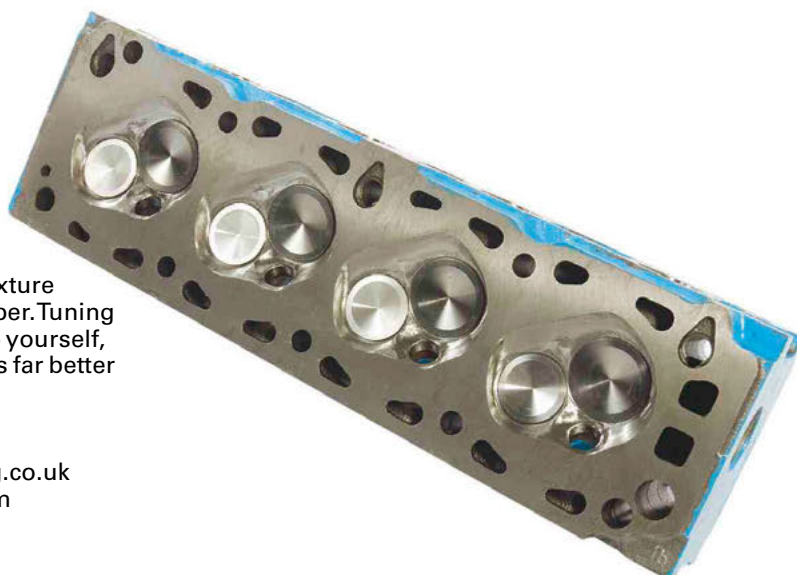


4 Ported and polished cylinder head

Cost: ★★★★★

You can bolt all the tuning bits you can find to a classic Ford engine, but unless you go to town on the cylinder head, you're never going to unlock its true potential. A ported and polished cylinder head was almost a rite of passage for those going down the long road of tuning and improving their classic Fords, and the same rings true today. It's about opening up the ports and smoothing them out as much as realistically possible in order to speed up the air and fuel mixture before it's compressed and ignited in the combustion chamber. Tuning magazines used to be full of how-to articles on doing the job yourself, and while it can be done at home, for a more-effective job it's far better to take your heads to a recognised specialist.

Contacts: Northampton Motorsport, 01604 766624, www.northamptonmotorsport.com
Throbnozzle Racing, 01273 840697, www.throbnozzle-racing.co.uk
Vulcan Engineering, 01474 874689, www.vulcanengines.com



3

Old-school alloys

Cost: ★★★★★

Minilites, Dunlops, Revolutions, RS four-spokes... whatever classic alloy wheel floats your boat, rest-assured the designs have been around long enough to fall into the old-school category. Unless you're hankering after a set of '70s BBS split-rims, old-school alloys were produced in big enough numbers for them to still be widely available on the second-hand market. And where demand outstrips supply, eagle-eyed manufacturers and specialists have sought to reproduce the designs – you can buy a replicas of the classic, original D1 alloy and RS four-spoke from JBW, and both Revolutions and Minilites are still made to this day.

Contacts: JBW, 01926 817444,

www.midlandwheels.com

Minilite, 01952 620215, www.minilite.co.uk



2

4-2-1 manifold

Cost: ★★★★★

Heading in at number two is one of the classic tuning mods. Along with an air filter, bolting on a performance exhaust manifold was one of the first things you did to pep up a Ford back in the day. At first, manifolds from the sporty models such as the Cortina GT were the ones to have, but once the aftermarket manufacturers got wind, 4-2-1 manifolds were everywhere. The name comes from the layout of the pipes. Four of them extract the gases from each of the four exhaust ports (on a four-cylinder engine), these then flowed into two pipes before again leading into a single pipe which



then connected to the exhaust system. It was a much more efficient layout than traditional manifolds which were typically simplified on the grounds of cost, and helped release a few extra horsepower, too.

Being made from mild steel, most original 4-2-1 manifolds haven't survived but the good news is, they're still being manufactured for classic Ford engines by the likes of Ashley and Manifold, and you can even get stainless-steel ones off-the-shelf, too.

Contacts: Ashley, 01922 720767, www.ashleycompetitionexhausts.com

Manifold, 01722 335378, www.manifold.co.uk

1

Twin carbs

Cost: ★★★★★

Is it really a surprise that you voted twin carburetors as your number one old-school tuning mod? We don't think so. After all, nothing says classic performance more than a pair of performance carbs hanging off the end of an inlet manifold. Twin Webers, Dell'Ortos, SUs, even bike carbs latterly, a set of twins was de rigueur on a performance engine until throttle bodies starting to take over the mantle around a decade ago. But for classic performance, nothing beats the sight and sound of a well set-up pair of twins with ramp pipes on show and bolted to a decent inlet. Carbs, linkage and inlet manifolds can be found easily in the second-hand marketplace, but many experts reckon you should always assume the former will need a good rebuild. If you have the funds, new ones are always the best bet, and the good news is, they're readily available, too.

Contacts: Burton Power: 020 8518 9127, www.burtonpower.com



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**"SIMON CAME ACROSS THE
RS2600 FOR SALE IN 2014 AND
COULDN'T RESIST BUYING
INTO THE MYSTERY"**

Words Marc Stretton Photos Darren Woolway

TYPE APPROVAL

This Capri's history file reveals that it's probably one of three pre-production RS2600s produced at Niehl in June 1970.

It seems that rare prototype Capris are like buses... you wait years and then two come along almost at once. Following on from the recent *Classic Ford* feature on a developmental Janspeed Turbo, this month we bring to these pages details of a Mk1 Capri thought to be one of three pre-production prototype RS2600s put together by Ford Germany in 1970, ahead of the launch of the road-going RS2600 launch in September of that year.

Why the 'thought to be' tag? Well, as with many historic Ford stories, the passing of time has clouded the issue... but what is known

about this Capri, from logbook records and a history file (in German), is that it is based on a Mk1 2300GT base unit, which in June 1970 was modified by the Ford factory in Niehl to RS2600 specification. This would have been three months before the first production road-going RS2600 were built at Niehl, again lending weight to its historic claim. To add to the story, the logbook shows the first owner of the RS to have been one, Heinz-Otto Schmitter, who (through research carried out by a previous owner of the car), is believed to have been a Ford employee at the time.

Capri obsession

Trying to unravel the history of TUJ 265H is Simon Martin, an engineer from Kent, who came across the RS for sale in 2014 and couldn't resist buying into the mystery. After showing the car at the Brooklands Capri 45 celebrations last year, where it was mobbed by interest, he is now on a mission to both trace the Capri's full history and bring it back to as near 100 per cent 'as-built' as possible... and by the sounds of it that's beginning to become an obsession.

"Strangely, for such a historic Ford, I found TUJ for sale on eBay," Simon begins. "It had →



Engine was rebuilt during the restoration using a correct Cologne V6 block (from a 2300GT), and with the long-throw crank for the RS the final cubic capacity works out at 2637cc.



Kugelfischer injection is simple but takes expert tuning.

been up for auction at the Silverstone Auctions Race Retro Classics sale in 2013, but not reached the £30,000 valuation. The owner had then passed it on to a classic car dealer Foxmeister Classics, who had marketed it widely on the Internet. My first restoration project as a teenager had been a Mk1 3000E Capri, and, approaching the big 50-year birthday, I was on the lookout for something special as a present to myself... an RS2600 fitted the bill nicely.

"What arrived, when the Capri was delivered, was an almost perfect example of the RS2600, along with a massive amount of paperwork, starting with the German logbook and factory reports, plus some more recent history collected by past owners. What I have been able to gather so far, is that the car was in Swiss ownership in 1973, and at an unknown date made its way to the UK from there."

Little detail follows until the first years of the 2010s, with pictures of the Capri looking in a fairly rough condition emerge, under the ownership of Roger King of Brackley. "Roger wasn't able to start a planned restoration," says Simon, "and it then passed in to the hands of a chap called Mark Butler, and it was Mark who undertook the task of returning the RS back to its current excellent state of health."

"This must have been an incredibly hard task to complete on such a rare car. The work was done to a massively high standard, however, as now you'd find it hard to spot any trace of restoration on, in or under the car – virtually everything looks pretty-much factory fresh."

Perfection mission

So has Simon just sat back and enjoyed the Capri? No, far from it. "I've got two tasks with the car as far as I see it," he says. "The first is to trace as much history of the vehicle I can, with the final aim being, of course to prove its provenance. The second is to take the RS to the next level of 'genuine' by going through it and making sure every detail is correct – there are definitely things about the Capri as it is now that are not quite as it should be, so I'm finding



Brooklands racetrack was the perfect backdrop for this historic Capri's photoshoot.

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"YOU'D FIND IT HARD TO SPOT ANY TRACE OF RESTORATION ON, IN OR UNDER THE CAR"

out what should be there, sourcing correct parts and then fitting them. One obvious example comes with the front seats. The ones in the car now are correct for a Capri, but I think these were only available as an option from about 1973-onwards. I have sourced a pair of the correct Scheel recliners, and they are currently off being restored.

"When the Capri first arrived, I did also have a more immediate problem to sort out as the engine was running poorly, Simon adds. "The restoration records show that the engine had been rebuilt completely, using a replacement Cologne V6 block as, unfortunately, the original had cracked, so I was fairly confident all was good internally. Some time spent in the hands of Clive Tick at Capri specialists Tickover (01322 839303) cured the problem. Clive changed all the filters, one of which is specific to the looped fuel system on the fuel injection cars, so often missed. This, along with a tune of the Kugelfischer injection – a skill which not many are able to master – and fitting electronic ignition had the motor running spot on again. →

The stunning Sunset Red and white livery looks good from any angle, but this is one of the best.





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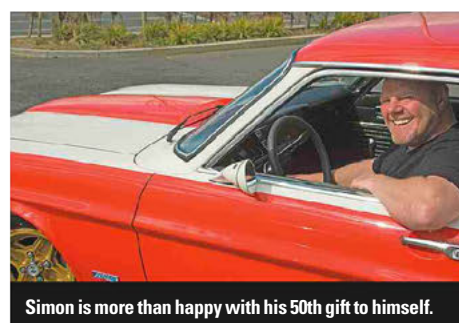
Scheel seats are post-1973, so will be replaced soon.



Luckily most of the ultra-rare kit on the RS was present.



Left-hand-drive instrument cluster and controls have subtle differences to the UK Capris like the RS3100.



Simon is more than happy with his 50th gift to himself.

Road-tripping

"Finding spares for the RS is another unenviable job," Simon adds. "But soon after buying the car I realised there was a source, which has a bonus in as much as I get a holiday at the same time. The best place to buy bits is in Germany, and each May there's a Capri show and autojumble in Dulmen, which I went to and met up with a Polish trader in rare Capri bits. He has proved an invaluable source for hard-to-find clips and fixings, plus small items like the unique-to-German-model-Capri switches I needed to make my car's dash perfect. I already have a shopping list ready for the May 2015 event."

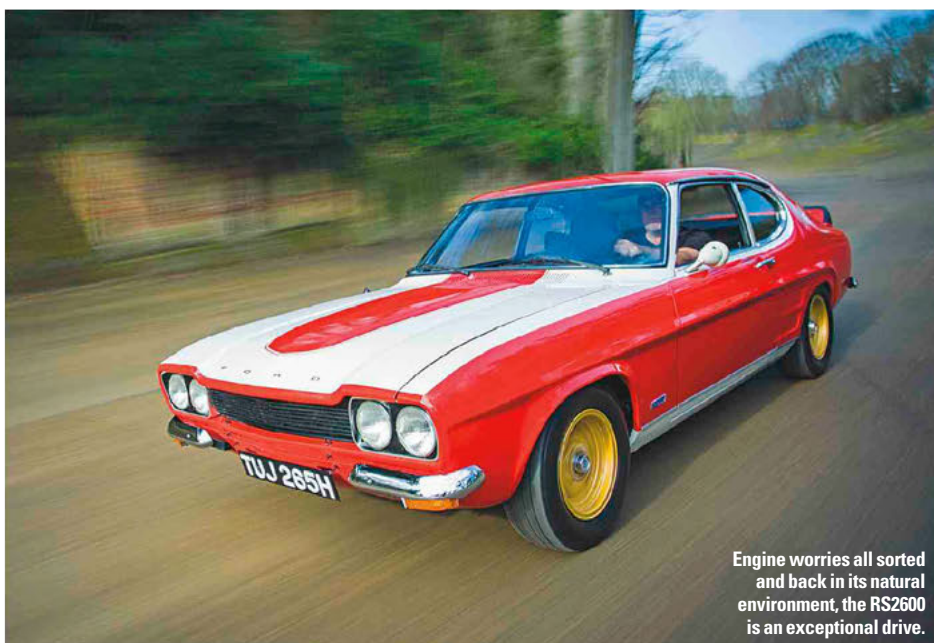
"For the rest of the 2015 season, I just intend to get out in the RS as much as possible and show it to as many people as are interested – which after the reaction the car got at Brooklands is going to be a lot! With the engine problem sorted I can only describe the Capri as a pleasure to drive. The power delivery with the injection is incredible and the handling is like no other classic I've ever driven." **CF**



RS four-spokes were an option but need to be checked.



Sourcing RS2600-specific items is an ongoing project.



Engine worries all sorted and back in its natural environment, the RS2600 is an exceptional drive.

Tech Spec

Body

1970 Mk1 Capri RS2600, flared RS front arches, twin headlamps, corner bumpers, tail spoiler, twin-exhaust rear panel, lightweight rear lamps. Paint: Sunset Red with Ermine White RS detailing and satin black under bonnet

Engine

Cologne V6 2637cc, Kügelfischer mechanical fuel injection, electronic ignition, custom stainless-steel exhaust system

Transmission

RS2600 four-speed gearbox

Suspension

Bilstein front legs and rear dampers, single leaf rear springs, re-drilled front TCA mountings for negative camber

Brakes

Standard RS2600 callipers, solid discs and rear drums set-up

Wheels And Tyres

RS four-spoke alloys, 175/70x13 tyres

Interior

Scheel recliner front seats, 220 kmh speedo, 7000 rpm rev counter, Springalax steering wheel, faux-leather gearknob

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Bonnet bump stop, centre	£4.90	£5.88
Wiring loom grommet	£6.90	£8.28
Bonnet release grommet	£4.90	£5.88
Steering column grommet	£6.90	£8.28
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Throttle pedal pad	£4.90	£5.88
Brake & clutch pedal pad	pair £7.80	£9.36
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Spotlamps

Maxtel 8" drive light	pair £49.00	£58.80
'Oscar' pattern lamp	pair £79.00	£94.80
'Oscar' genuine	each £89.50	£107.40
'Super Oscar' pattern lamp	pair £89.00	£106.80
'Super Oscar' genuine	each £99.50	£119.40



Suits 51 or 57mm hose, includes
Ring, gasket & keys £49.50 £59.40
Restrictor (Unleaded only) £9.90 £11.88

Fuel filler cap assembly

Fuel pumps

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WCP, electronic, 18gph	£19.00	£22.80
Facet, electronic, 18gph	£30.00	£36.00
Budget, interupter, 20gph	£12.52	£15.02
WCP, interupter, 20gph	£29.00	£34.80
Facet, silver top, 25gph	£47.00	£56.40
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2015

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NEW!
2015



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Trolley jack, H/D, low profile, 2 ton	£149.50	£179.40
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2015

Test equipment

Cylinder leak detector	£33.90	£40.68
Fuel injection pressure test	£24.40	£29.28
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2015

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Puller kit, 46pcs	£15.90	£19.08
Bearing race & seal driver, 10pcs	£29.50	£35.40
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Blackline 170w mini grinder



Mini grinder, tool only	£23.90	£28.68
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NEW!
2015

Servicing equipment

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NEW!
2015

NEW!
2015

Blackline professional tools

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3/8" oxygen sensor socket - 8mm	£3.66	£4.39
3/8" oxygen sensor socket - 22mm	£3.66	£4.39
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Pro Street Cortina looks evil.



Lean, mean and green. Well, turquoise.



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Anglia on Lotus steels: perfect.



Arches and spoiler are one-offs.



The army probably didn't use Mk1 Fiestas, but if they did...



WHEELS DAY

The season opener's back at its old venue but Wheels Day was damp, very damp!

Words and Photos Jon Hill

Wheels Day is always regarded as the official season opener and it's been a real victim of its own success – it's a non-profit-making exercise as the whole lot's donated to charity. So much so that last year, the venue changed and the show was so enormous, frankly it was hell to get into and out again... This year, Surrey Street Rodders went back to the old favourite of Rushmoor Arena in Aldershot and with a strict invite-only policy for show cars.

Normally the showground's rammed – and there's plenty of classic Fords amongst the mix of hot rods, Yanks and classic cars but this year – oh dear! Good show as always but the driving

rain must have kept most away, coupled with that invite-only policy. The result – well the showground was at best a quarter-full but it really didn't stop the die-hards from showing up, including a tonne of our cars, too.

It was great to see the two cars we picked out, but also a late arrival of Rob Rashbrook's love-it-or-hate-it hot rod 105E Anglia – complete with BMW four-cylinder power. Not to everyone's taste maybe, but the thing's a work of art...

But, it's official, a cloudy start maybe but the season's started chaps – let's get those classic Fords out.



LIKE YOUR CAR!



CONTACT

Wheels Day

www.facebook.com/surreystreetrodders

Darren Whitfield

Car: 1972 Escort

Spec: 4.6-litre modular Ford V8, Emerald ECU, Tremec T45 five speed, Baby Atlas, spaceframe chassis, Capri 2.8i-based front struts with adjustable platforms and shortened by Gaz, four-linked rear with Watts linkage, Hi-Spec six-pot brakes, Image 12x15 rear rims fitted with 295/50R15s and 9x15 from rims fitted with 225/50x15 tyres, custom bodywork by Darren (Whitspeed)

Chat: Right now, Darren would probably be lynched, because this car is a genuine AVO shell – but then he did build it a long time ago when they weren't quite so sacred as they are now... Whatever your view, you have to admit it's nigh-on incredible, mad even – he originally built it with a YB turbo, "but you only got a murmur when you flipped the front – now with the V8 it's 'bloody hell!'"

Which kind of sums up how it drives – as mad as it looks. Thing is, Darren is yet to add the turbo...

Classic looks — even with 15 inch rims.



Rob Rashbrook's hot rod Anglia is a true one-off creation.



EVENT REPORT

WHEELS DAY



Good sport.



Built to be used.



Clean, standard and lovely.



Aircooled, rear-engined Pop confuses many.



Period-perfect.



Don't change a thing.



LIKE YOUR CAR!



Martyn Hawkes

Car: 1979 Escort Popular Plus

Spec: Suzuki Hyabusa 1300 bike engine and six-speed sequential transmission, English back axle with RS2000 diff, 7x13 Superlites

Chat: At first glance, this is a lairy green four-door Escort on Superlites. Flip the bonnet and you get the message big time, which you also do when it blats past you with all 200 bhp on full chat! As Martyn points out, "I constantly get comments of, it must stall all the time

and it'll never pull that weight – but it goes like mad. You can drive at 30 in sixth but floor it and it'll be lighting the tyres up at a mere 45 mph and keep going! It's a go-kart..."

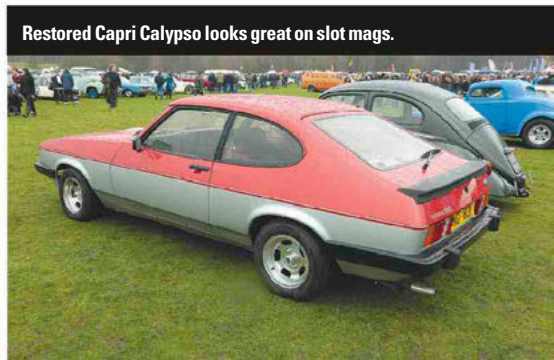
Martyn points out that a lot of it's temporary. "I bought the engine off Andy Harris last year who had it in a Starlet – the aim was get it in there and have some fun – and yes that clutch mechanism is temporary, too!



Conversion is work-in-progress. But good work.



Perfect 107E runs Zetec power.



Restored Capri Calypso looks great on slot mags.

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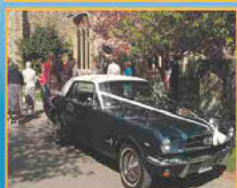
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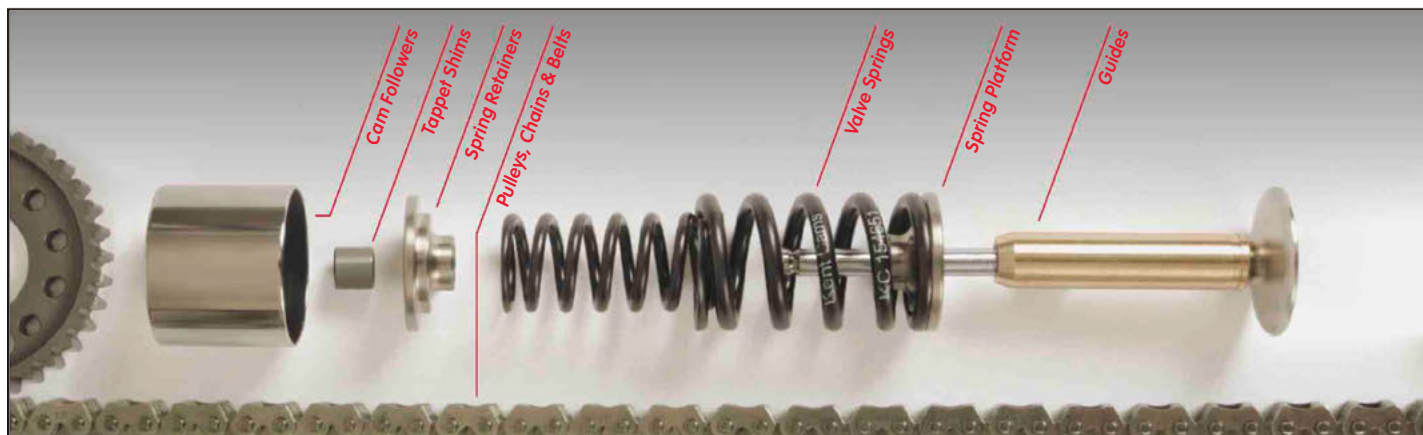


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MK1 CORTINA





Shopping for a classic Ford, Tim Phillips from Leighton Buzzard spotted a tidy and lightly modified Mk1 GT Cortina for sale. And while a voice in the back of his brain did question why such a rare motor had been on sale for several months without being snapped up, he went ahead and bought the car anyway. It was only when he started a few minor mods did Tim get the uneasy feeling that all was not quite as good as he'd thought, and what he'd actually bought was a major restoration project.

"I've been Ford from before I could drive, with my first car being a £100 Mk2 Escort, which lasted two years before being sold for scrap — for £200," Tim says. "And I guess that would be worth, what, £3000-4000 now? Next came a couple of Cortina 1600Es that were both modified and run as daily drivers, followed by a Mk3 Capri and then a mint Mk2."

"Along the way, I'd also got into Land Rovers," he continues. "One project involved putting a big-power V8 in to a Series 1, but to be honest that was a scary vehicle, so I sold it on. With the money burning a hole in my pocket I went to look at a Mk1 Cortina GT that had been hanging around the Old Skool Ford website classifieds for a while. I could see it wasn't the best car ever with some minor bodywork issues and old repairs showing, but there were a lot of trick parts bolted-on, and as a GT with a current MoT and its original engine and interior fitted it had to be worth buying."

"Perhaps I was enticed in to the deal by such things as the twin Webers, Bestek ignition and steering rack conversion," Tim admits, "but what I soon found out was that I'd actually bought a pile of crap. My first clue came when I went to relocate the battery tray and noticed a small hole in the front chassis rail. Some prodding later and much of the chassis rails had gone! More investigations turned up a lot more rot throughout, some seriously-bodged →

Great Expectations

Words Marc Stretton Photos Jon Hill

Tim Phillips found a Mk1 Cortina GT at a price that seemed too good to be true... and, of course, it was!



"THERE WERE REPAIR PANELS THAT COULD BE LEVERED OFF WITHOUT MUCH EFFORT AND THE ANTI-TRAMP BAR MOUNTS CRUMBLED TO BITS"

welding, repair panels that could be levered off without much effort, and anti-tramp bar mounts that literally crumbled to bits. The strange thing was that on top of the crusted front-end a brand new set of front wings had been put on... I have no idea why someone would do that."

Stuck in

"I'm not one for doing half a job or a quick tart up," Tim says, "so soon the Cortina was

stripped to a shell and on a spit. The next four months of evenings and weekend were spent welding, with major chassis repairs from front to back, plus new outriggers, strut tops, inner arch tubs, boot floor and a rear panel and valance fitted. Then the rear quarters needed work, as did the bulkhead and all the door bottoms. The worst part was probably in the screen pillars, which were rotten in to the A-post and right down to the door hinges. Luckily, at this point I'd bought an electric power file, which meant I

could get to the hard to reach rotten areas without having to resort to major butchery with an angle grinder."

"I did have a go at repairing the badly rusting bonnet and boot, too," Tim says, "but they didn't come out well. Someone suggested I go for fibreglass ones from Old Ford Auto Services (01344 422731), and once I'd prepped these they fitted better than the steel panels. At the price saving over second-hand steel panels, this was one of the best decisions made during the project."

One of the buying hooks for Tim was the almost perfect GT interior, with just the driver's seat and console needing work.



It's the small period details that make a car this good.



TIM aftermarket rev counter for a more accurate reading.



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Colour chosen was the GT's original shade of Purbeck Grey, though Tim was unsure at first.



Front coil-overs, decambered rear leafs and lowering blocks bring the ride height to just where a Cortina should be.



Standard GT brake set-up in top condition does the job.



Relocating the battery initiated the nasty discoveries.

"As the welding stage, which I really enjoyed, turned into the time-consuming body-prep part of the build, I did start to flag a bit," Tim admits, "but help from mates, Luke, Ross, Ady and Nelly we got the boring bit done pretty quick. I wanted to get the bare metal covered up as soon as possible anyway, just to avoid the Forth Road Bridge-style nightmare of it rusting again at one end before work at the other end was done."

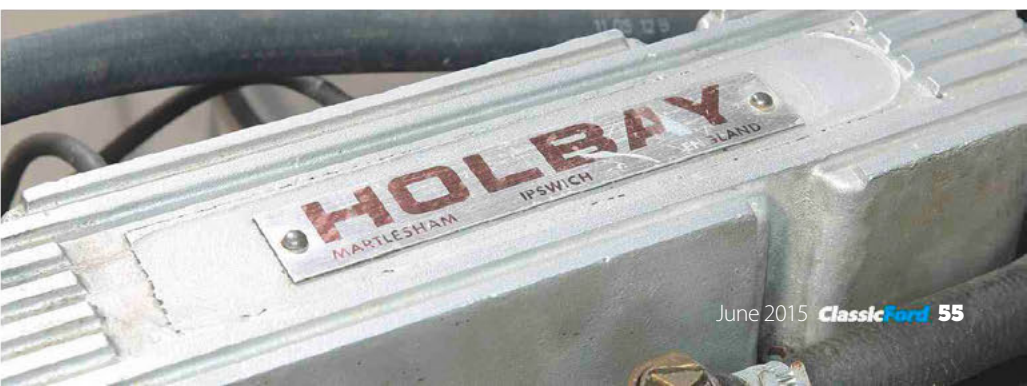
"Luke finished the job off for me by laying on the top coats in my garage," Tim says, "and the finish is amazing when you see where it was done. The colour chosen was Purbeck Grey, which was the GT's original shade even though the car was bought in white and showed signs of being green at some point too. I was a bit worried that I wouldn't like the Purbeck, as I'd seen it on other old Fords and not been keen, but it seems to suit the shape of the Cortina much better than I'd figured."

Bolting on

"After the hard-graft bodywork, fitting up the Cortina was much more pleasant," Tim says, "as a lot of the parts removed could be reused with little work or reconditioning needed. There's an Alachi steering rack conversion with the same company's compression strut kit fitted along with adjustable coil-overs and spherical top mounts at the front. The brakes are standard Cortina, but with Mintex pads these work well enough as I'm not running mega-power and the car's not massively heavy either."



Retaining the 1500cc Pre-Crossflow was always the way to go, but there were no thoughts of keeping the tune standard.





"IF I COULD CHANGE ONE THING IT WOULD BE THE SUMP, WHICH IS A FRANKENSTEIN THING"



After the initial horror story, Tim just cracked on with it.

"The engine is a standard 1500GT bottom-end with a modified head, and I fitted a BCF3 cam and high-capacity oil pump while the motor was stripped down for inspection," Tim says. "With the Webers, Bestek ignition and Ashley exhaust, the output is up quite a bit on standard, but not massively so. The gearbox is a 2000E unit, which has much better ratios than the original one in my book, but I did have to do some modifying to the tailshaft for the remote gearshift to fit."

"With an alternator conversion, repainted ancillaries and AirTec alloy rad (01375 371449), the bay is just how I want it to look from the top," he adds, "but if I could change one thing it would be the sump, which is a Frankenstein thing made up from a 1300 Escort sump with bits of the original 1500 badly welded on. That leaked badly at first, and although I've now cured the drips, it still looks pretty shabby."

The GT's exterior is as it should be. Nice and understated with corner front bumpers and the GT badges all that give the game away... along

with the 7-inch banded steel rear rims, of course. Inside the GT trim and dash were all in perfect aged condition, apart from the driver's seat, centre console and parcel shelf, which Tim has had retrimmed. Nice touches in here also include the period steering wheel cover, some new Britax seatbelts and Hurst-style gearlever with pool-ball knob.

Never say done

One of the final jobs for Tim was a sort out of the wiring, which he describes as "horrific" but it's now been all tidied, rewrapped and tucked away. "I'll not say the job's finished, as classic cars never are," Tim concludes. "For example, I've just fitted the Quaife diff, which has improved the drive significantly, especially when taking off, and then I took a look at the steering column closely the other day and discovered some more seriously-bodged welding... which has got to be sorted as soon as... and then I'm sure I'll find something else to improve soon enough." **CF**



Banded GT rims at the rear are proper wheelarch fillers.

Tech Spec

Body

1966 Mk1 Cortina GT, four-door, fibreglass bonnet and boot, front corner bumpers, Halogen headlamp conversion.

Paint: Purbeck Grey

Engine

Pre-Crossflow 1500GT engine, reworked head, BCF3 cam, Vernier timing gear, Bestek electronic ignition, twin 40DCOE Weber carburettors, AirTec radiator, modified Ashley four-branch manifold and twin-box system, high-capacity oil pump, custom rear-bowl sump, Holbay alloy rocker cover, relocated dipstick, alternator conversion

Transmission

2000E four-speed, remote gear change, English axle with Quaife ATB differential

Suspension

Adjustable 2.25 inch coil-overs, spherical top mounts, compression struts, Alachi steering rack conversion, decambered Capri single leaf springs, GT anti-tramp bars, 2 inch lowering blocks

Brakes

Standard Cortina GT discs, callipers and drums, Mintex 1144 pads, new copper lines and flexi hoses throughout

Wheels And Tyres

Front: standard Cortina GT 4.5x13 inch steels with 165/65R13 tyres. Rear: banded 7x13 inch steels with 185/60R13 tyres

Interior

Repaired and repainted wheel, period wheel cover, Britax seatbelts, pool-ball gearknob

Thanks

I couldn't have finished the project without the help of Luke, Ross, Ady and Nelly, and the support of my wife, Michelle, who put up with me living in the garage for nearly a year



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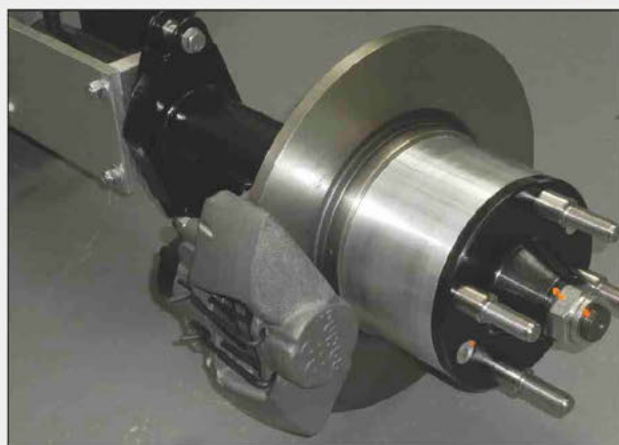
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Thames 300E

Classic Fords restored: At a classic car show David Carden fell for what looked like a tidy Thames van, but little did he know how much metal was missing under its two-tone paint...

Words Marc Stretton **Photos** Chris Wallbank



When David Carden, from Tamworth, spotted this 300E Thames for sale at the NEC Classic Motor Show, he couldn't resist. The rock-solid 1958 van looked like it would just need a couple of small jobs and a respray to make perfect. But once the old paint was removed he was in for a nasty surprise.

"I've always liked the sidevalve-engined Fords and spent five years restoring a 103E Pop that had escaped unmodified through the '70s and '80s rodding boom," David says. "On a visit to the NEC in 2012 I saw this equally-rare Thames van and asked if there was a possibility it was for sale. In reply the owner

pointed to a note in the van saying 'offers invited', so my fate was sealed. Three weeks later it had been delivered on to my drive.

"The intention was to get the paintwork redone, as I could see patches of micro-blistering and then use the van as much as possible," David continues, "so the help of Longmynd Service Station was called upon. Lee Reynolds is the current owner after taking over from his dad Bill, and the pair are classic car and bike fans with plenty of experience with classic Fords, including running a 105E of their own. With their experience I knew the Thames would be in good hands."

Plastic not fantastic

Unfortunately, when Longmynd had stripped the van down, Lee had some bad news to report back to David. "What had been found," he reports, "is that under the paint, much of the lowest six inches of the van was actually made up of fibreglass - very professionally done, and all shaped nicely to be fair, but not what I wanted to see at all. Strangely, the van's chassis rails, roof, doors and everything above the fibreglass level too was in really nice condition, so although I was shocked at the fibreglass sections, the condition of the remainder helped cheer me back up. →





"THE '50S-STYLE SIGNWRITING IS ALL TRADITIONAL HAND-PAINTING, NOT ANY SORT OF VINYL COP-OUT"

RESTO LOG

We're often told to use a magnet when checking out a potential purchase, but this show van didn't seem to need such a test. How wrong you can be — the Thames was hiding a plastic surprise.



As bought, the two-tone paintwork looked good from a distance, but didn't pass any close-up examinations.



With the shell stripped for paint, the lower 6 inches of the Thames revealed a nasty secret — fibreglass!



With the plastic removed it was plain to see why a previous owner had taken the easy restoration route.



After a marathon welding session the only filler to be seen was a skim over the body's lower repair sections.

"Although I did most of the restoration of the 103E, I'm not sure my wife would have been overly impressed with another long-term old car project," David says, "so Lee agreed to do the work for me, and got straight on with what was a fairly massive welding job including replacing the sills, front and rear arches, and the lower sections of the inner wings. I did help with scraping, de-rusting and Hammeriting the floorpans, which turned out to be not so bad," he adds.

"The new paint came next, and is actually just a non-specific shade of cream," David says. "I keep getting asked if it is Durham Beige, an original Ford colour, but have to admit it was just a mix of cream that I liked the look of and was close to the shade it was when I bought the van. Refitting the mechanics was then an easy enough task as much of what had come off during the stripdown was in excellent condition and could be reused."

"The stock sidevalve engine had been rebuilt about eight years ago and done very little work since, and all other major components of the driveline and suspension were in a similar condition, too. The brakes were fully overhauled for safety's sake, of course. The only non-standard feature under the bonnet now is the SU carburettor conversion, which will soon be going as I have sourced an original Solex to replace it. Then there's a stainless exhaust system, but that is an acceptable improvement over standard, so will stay."



Stock side-valve power supplied by an engine that had been rebuilt some time ago, but done little work since.




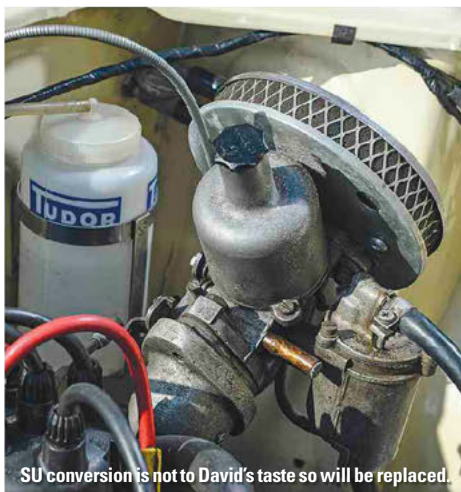
The supplying dealer? Who knows, but a lovely touch.

Showing off

Inside the Thames, David has spent many hours restoring the instruments and dash, and tidying up the wiring loom, plus the cards and seats were all retrimmed in a basic style for a period, workhorse-spec feel. "I think black goes best in a commercial, and the new seats and door cards match well with the reproduction rubber matting and steering wheel cover," he says. Outside the chromework and lamps are hard-searched-for NOS items gathered as occasional bargains, but more often as expensive necessities and the van is perfectly finished off by the excellent, steel sunvisor, which was a bonus item in the purchase price.

Since completing the build, David has given up on a plan to use the Thames as a daily driver for his short commute to work, mainly as it was too cold when winter showed up. But the van does get out and about regularly, having been on a three-hour round trip for a breakfast meet the week of its photoshoot. "I've also been to six shows so far," he says, "and although I didn't build it to win trophies, I've won five competitions and been runner up at the other. I think it's a combination of the originality, the quirky livery and just rarity really, but it's very nice to have all the hard work recognised."

Thanks to: Longmynd Service Station (www.longmyndservicestation.co.uk), Mid-England Retrimms (www.mid-england-retrims.co.uk), Les Price Signwriting (01588 673362) 



SU conversion is not to David's taste so will be replaced.



SIGN OF THE TIMES

The most obvious and unique feature of David's 300E Thames van is, of course, the excellent '50s-look signwriting, which is all traditionally hand-painted, not any sort of vinyl cop-out. This skilful artwork was applied by Les Price Signwriting in Craven Arms, Shropshire and, although it looks like a genuine old company livery it is actually just a bit of fun thought up by David.

"My other great hobby is my vegetable allotment," he explains, "so I thought it would be good to invent my own fruit and veg firm for the van rather than copying a real company's branding. Back in the '50s telephone numbers around my area would have been just three figures too, so those numbers are just the last three digits of one of my old house numbers."

To finish the styling the burgundy lettering is repeated for the wheels on the van, which goes excellently with the original dimple hubcaps and whitewall tyres.



NOS lamps and trim.



No creature comforts for '50s delivery drivers.

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www.bhpperformanceshow.com

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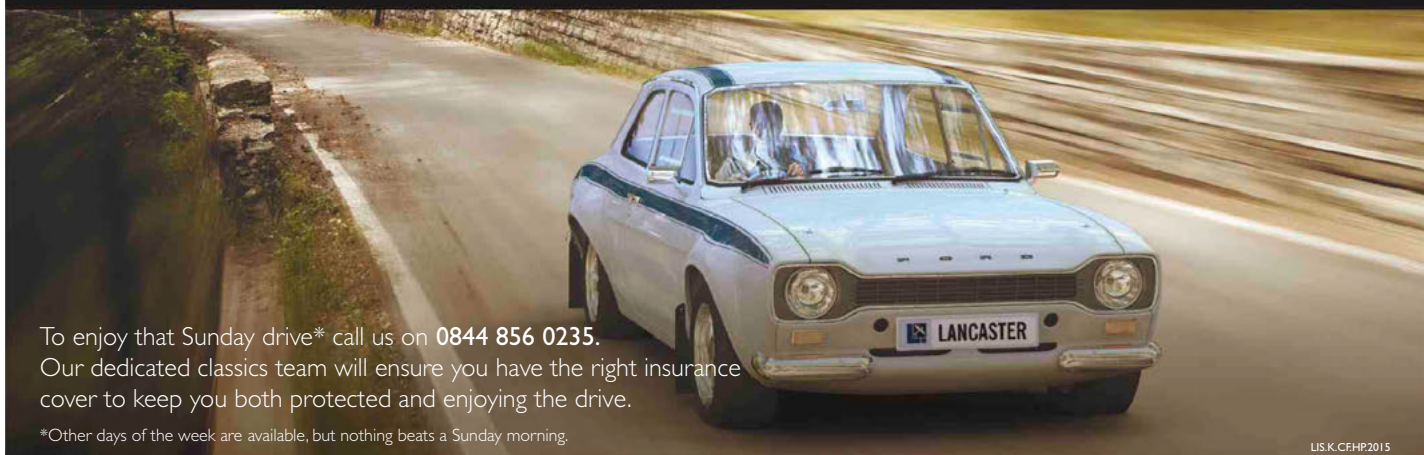
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STICKING ONE ON US

After gleaning a copy of your fine magazine just this last week and thoroughly enjoying the experience, could you please furnish some kids in my extended family with your lovely stickers?

Two are in New Zealand and aged seven and five, but more importantly, their dad is a body-building Holden fan. He is a big lad, but also over 12,000 miles away, so I am safe, for a while. This is certain to go down well, Down Under.

The twins are three years old, and at least their dad drives a Ford, albeit a Focus, but start them

young and they might just turn into classic car nuts - or, better still, mechanics.

The remaining boys are aged six and four and their dad drives a Ford, too, but once more, it's a modern Mondeo. But he loves an older motor and will surely cherish his boys slapping a couple of stickers around the home, on the dog, fridge and so on.

And then there's the biggest kid, me, 44 years young and an utter petrolhead who spends so much time reading about cars in every shape and form that I often get into trouble with the missus. I too drive a Ford but, you guessed it, a modern but superb Fiesta. But if I don't own a classic car by the time I'm 45, well, I'll be a year older and still driving a modern car but hankering after an old one. My first choice would be a Mk2 Escort like the one I started driving in — a very rusty red one back in 1987 - AWB 778T, I remember it well...

I'd better go, as I'm late to empty the dishwasher, shopping, receiving earache as well as trying to catch up with Roadkill, Top Gear, Motorsport Magazine and so on. Could I have three stickers? One for my trolley at work, one for my landline at work, and the third will be proudly displayed in my car to really upset the wife.

**Andrew Miles
Sheffield**

If anyone else wants some stickers, send a stamped, self-addressed envelope to us at the address on page 5. Even better if you can include an amusing letter like Andrew's.

Classic Ford sticker: the ultimate accessory.



Lost and found

Just browsing the latest issue and noticed that my beloved old Anglia is now someone else's project... The current owner may be surprised to know that the car was customised for me by my dad as my 18th birthday present in 2002, and not the '60s!

I tried to buy my Anglia back when it turned up for sale a couple of years ago, but lost track of it. I would dearly love to own it again, as you never forget your first car.

Nice to see that someone else thinks she's worth it - the bodywork was very rusty when I last saw her. Good luck to the new owner, Wayne Doidge.

**Gemma Drew
Classic Ford Facebook**

Bosch Blues

I was pleased to see the article on the Bosch K-Jetronic injection system in a recent issue. Unfortunately, some of the information you printed was incorrect.

The description of the function of the thermo-time switch is totally wrong I'm afraid — it doesn't send signals to anything. Its only function is to provide an earth for the cold start injector, which only works when the engine is cranking. It is in no way connected to either the auxiliary air device or the warm-up regulator — these two items receive their power feed from the fuel pump relay.

The auxiliary air device and the warm-up regulator electrical connections are simply for heating elements, so the longer the

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feed from the fuel pump relay is present, the warmer they become with no relation to engine temperature, other than the fact that they are bolted to the engine itself.

The cold start injector doesn't have a bi-metallic strip inside to determine how long it should inject. There is, however, a bi-metallic strip inside the thermo-time switch and this determines the length of time it should inject.

Hope this all helps.

James Panton
Email



Fuel for thought

My son had a problem with fuel starvation on his Mk2 Escort and none of the usual fixes worked. Eventually we found out about a fuel filter in the petrol tank about the size of a cotton reel.

We removed the fuel line from the base of the tank, jammed a long screwdriver up the hole and, problem cured. We then put an aftermarket in-line filter before the carb. Be careful removing the fuel line as it's probably been there for 30 years and wants to stay where it is.

Leon Johns
Email

Keep it Ford

Just thought I'd drop you a line to show my support for the originality of enthusiasts who contribute to your magazine.

While I certainly do not condemn owners that upgrade classic Fords with newer parts, I do get a bit grumpy when I read of someone bastardising a good car with foreign running gear. After all, this is a publication all about Fords for Ford enthusiasts, isn't it?

Generally though, Classic Ford continues to be a firm favourite read of myself and many like-minded Kiwis.

Jeff Carline
New Zealand

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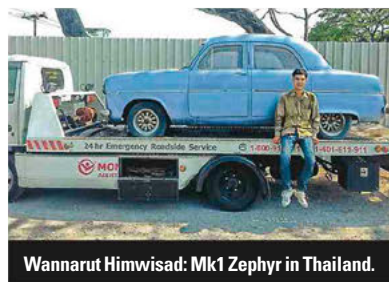
James Sheahan: Irishman in Oz.



Michael Holland: our race car is nearly ready.



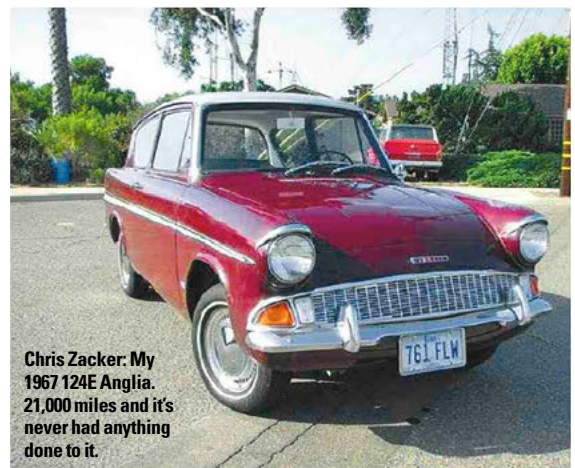
Ton Nachtgeller: Cool combo on the way to Melk in Austria.



Wannarut Himwisad: Mk1 Zephyr in Thailand.



Loic Dewart: My new tattoo by Crazink Cask.



Chris Zacker: My 1967 124E Anglia. 21,000 miles and it's never had anything done to it.



Andrew G Koopman: Nice and clean Cortina.

YOUR CARS

THE BEST OF WHAT'S DROPPED IN OUR INBOX THIS MONTH

CAR OF THE MONTH



Rare to see a Mk1 Escort in its original Silver Fox.



Roll-over jig gave slightly more working room in garage.



Original 1300 Crossflow was reinstalled... for now.



Interior of the 52,000-miles is in excellent condition.



As good as the 1300 looks, Mark is after a bit more power.

Mark Webb

From: UK

Car: Mk1 Escort 1300L

Here's a sight for sore eyes. But Mark's Mk1 didn't always look this clean, as he recalls:

"I bought the car in April 1996 for £300 as an MoT-expired 52,000-mile 1300L. It was mechanically sound but had been previously welded in such a way that it collected water. After assessing the colander that was before me, it was immediately stripped down to a bare shell and placed on a pallet with wheels for moving around.

"Three children and a house move later, in 2010 the decision was made to get stuck in and

get it finished. A roll-over jig was purchased in kit form and adapted to enable the car to be pushed to one side in the garage to create a bit more room.

Panels replaced include the outer wheel arches and reconstruction of the inner arches, one new sill and repairs to the other one, sill closing panels, new floors to front and back, spare wheelwell and tank well, new front turrets, new inner wing tops and ends to slam panels, wing mounting rails, a new wing and the front panel. Once this was all done, I resprayed it in its original colour of Silver Fox.

"I have rebuilt the 1300 engine as standard with a Type-9 bolted to the back with a quickshift, and it has an Ashley 2.5 inch manifold and system. Then I have converted Mexico legs to adjustable coil-overs and fitted vented M16 brakes, while the rear has decambered leaf springs for a slight lowering job.

"The Escort passed its MoT in May last year and has so far only attended a few local shows. Next on the to-do list is a tuned 1600 Crossflow on twin 40s, raise the height of the car by 20 mm, change discs for grooved and cross drilled items... as ever, the list goes on!"



Estate looking even better on Compomotives.

Dave Watman

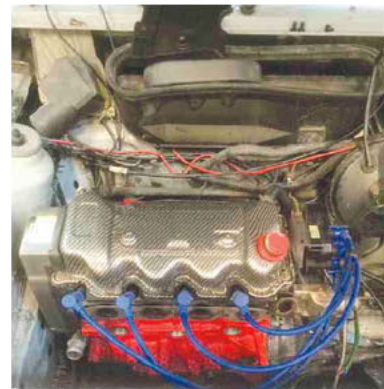
From: UK

Car: Mk3 Escort Estate

If Dave's longroof looks familiar, that's because it's appeared in Your Cars before. But the longterm project has changed so much, Dave thought an update was on the cards.

"Last time around it was a running a Zetec," says Dave. "Unfortunately, that blew up so I've dropped in a 1.6 EFI turbo, which has been chipped and is running really well. I've also now fitted 16 inch Compomotives and Cosworth 4x4 brakes. I'd like to be able to say the car is finally finished, but..."

We'll expect another update with many more changes in another six months, then Dave!



Blown CVH in place of a blown-up Zetec.



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Next month

See these and much more in the July 2015 issue of
Classic Ford magazine **On sale Friday, May 22**



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The art of going fast — classic Ford-style



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Pushrod-packing Mk2 Escort



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Father and son's Anglia duo

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Clarke **ENGINEERS HEAVY DUTY STEEL WORKBENCHES**

FROM ONLY **£149.98** EXC.VAT
£179.98 INC.VAT

• Sturdy lower shelf
• Durable powder coated finish

Shown fitted with optional 3 drawer unit ONLY
£84.99 Ex.VAT £101.99 Inc.VAT

INCLUDES SINGLE LOCKABLE DRAWER

MODEL	DIMS WxDxH (mm)	EXC.VAT	INC.VAT
CWB1000B	1000x650x880	£149.98	£179.98
CWB1500B	1500x650x880	£199.98	£239.98
CWB2000B	2000x650x880	£259.98	£311.98

Machine Mart

NOW 65 SUPERSTORES NATIONWIDE

WHERE QUALITY COSTS LESS

Clarke **WORKBENCH WITH PEGBOARD**

Easy to assemble, providing valuable working space and plenty of additional storage capacity.

Available in Red or Galvanised Finish

- Dimensions (WxDxH) - 1150 x 560 x 1440 mm
- Pegboard back wall with 30 hooks supplied

FROM ONLY **£54.99** EXC.VAT
£65.99 INC.VAT

CWB-R1

BALL BEARING ROLLER DRAWERS

Clarke PREMIUM **CHESTS/CABINETS**

BALL BEARING ROLLER DRAWERS

Combines premium quality with fiercely competitive pricing & super smooth ball bearing roller drawers

1 **£78.99** EXC.VAT
£94.79 INC.VAT

2 **£99.98** EXC.VAT
£119.98 INC.VAT

3 **£49.98** EXC.VAT
£59.98 INC.VAT

4 **£169.98** EXC.VAT
£203.98 INC.VAT

EXTRA LARGE BOTTOM DRAWERS

MODEL	DESCRIPTION	DIMS WxDxH (mm)	EXC.VAT	INC.VAT
1 CLB600	6 Dr chest	660x305x365	£78.99	£94.79
2 CLB900	9 Dr chest	660x305x475	£99.98	£119.98
3 CLB200	2 Dr step up	672x310x195	£49.98	£59.98
4 CLB1005	5 Dr cabinet	685x465x795	£169.98	£203.98
5 CLB1007	7 Dr cabinet	685x465x955	£199.98	£239.98

SEE WEBSITE FOR PACKAGE DEALS WITH TOOLS

MECHANICS/PROFESSIONAL TOOL CHESTS/CABINETS

Clarke **MECHANICS RANGE**

• Superb quality & value for automotive workshops

BALL BEARING ROLLER DRAWERS

FULL EXTENSION ROLLER RUNNERS FOR SMOOTH OPENING ACTION

MODEL	DESCRIPTION	DIMS WxDxH (mm)	EXC.VAT	INC.VAT
1 CTC600B	6 Dr chest	600x260x340	£52.99	£63.59
2 CTC900B	9 Dr chest	610x255x380	£64.99	£77.99
3 CTC500B	5 Dr cabinet	675x335x770	£119.98	£143.98
4 CTC800B	8 Dr chest/cab set	610x330x1070	£104.99	£125.99
5 CTC700B	7 Dr cabinet	610x330x875	£124.99	£149.99
6 CTC1300B	13 Dr chest/cab	620x330x1320	£149.98	£179.98
7 CTC103	3 Dr step up chest	672x310x250	£49.98	£59.98
8 CTC106	6 Dr drop front	662x305x365	£64.99	£77.99
9 CTC109	9 Dr chest	662x305x421	£74.99	£89.99
10 CTC105	5 Dr cabinet	685x465x790	£169.98	£203.98
11 CTC107	7 Dr cabinet	685x465x950	£199.98	£239.98

• was £155.98 inc.VAT

4 **£64.99** EXC.VAT
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3 **£49.98** EXC.VAT
£59.98 INC.VAT

PROTECTIVE TOP MAT

5 **£169.98** EXC.VAT
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EXTRA LARGE EXTRA HEAVY DUTY

BALL BEARING ROLLER DRAWERS

RUBBER GRIP SIDE HANDLES

ALSO BLUE & YELLOW

EXTRA LARGE SIDE HANDLE FOR EASY MOVEMENT FITS EITHER SIDE

GAS STRUTS Hold lid open

1 **£269.98** EXC.VAT
£323.98 INC.VAT

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£550.80 INC.VAT

EXTRA DEEP DRAWERS

GREAT LOOKING, BIG 5" INDUSTRIAL CHROME SPOKED WHEELS FOR EASY MOVEMENT*

* Except on CBB231B & CBB230B

• was £215.98 inc.VAT

Clarke PLUS **HEAVY DUTY & PROFESSIONAL**

BALL BEARING ROLLER DRAWERS

EXTRA LARGE SIDE HANDLE FOR EASY MOVEMENT FITS EITHER SIDE

RUBBER GRIP SIDE HANDLES

EXTRA LARGE DRAWER PULLS

THE ULTIMATE IN TOOL STORAGE!

- Extra heavy gauge double wall steel construction

MAX. WEIGHT LOADING 500KG EVENLY DISTRIBUTED

BLUE
YELLOW

FULL DETAILS - SEE IN-STORE OR VISIT WEBSITE

BIG 5" WHEELS

MODEL	DESCRIPTION	DIMS WxDxH (mm)	EXC.VAT	INC.VAT
1 CBB206B	6 Dr Chest	710x328x365	£99.98	£119.98
2 CBB209B	9 Dr Chest	710x315x420	£119.98	£143.98
3 CBB210B	10 Dr Chest	710x315x475	£139.98	£167.98
4 CBB203B	3 Dr step up	710x315x250	£69.98	£83.98
5 CBB215B	5 Dr Cabinet	758x468x815	£199.98	£239.98
6 CBB212B	3 Dr Cabinet	755x470x810	£169.98	£203.98
7 CBB217B	7 Dr Cabinet	758x468x975	£249.98	£299.98
8 CBB213B	3 Dr Cabinet	758x481x975	£199.98	£239.98

GREAT LOOKING, BIG 5" INDUSTRIAL CHROME SPOKED WHEELS FOR EASY MOVEMENT

HEAVY DUTY PRO TOOL CHESTS/CABINETS

BALL BEARING ROLLER DRAWERS

GAS STRUTS Hold lid open

EXTRA LARGE DRAWER PULLS

EXTRA LARGE SIDE HANDLE FOR EASY MOVEMENT FITS EITHER SIDE

BLACK GOLD LINE

These great looking top quality units are built for tough daily use in automotive and industrial workshops.

FULL DETAILS ONLINE OR IN-STORE

MODEL	DESCRIPTION	DIMS WxDxH (mm)	EXC.VAT	INC.VAT
1 CBB209BGB	9 Dr chest	710x315x420	£119.98	£143.98
2 CBB217BGB	7 Dr cabinet	758x468x975	£239.98	£287.98
3 CBB224BGB	14 Dr chest	1045x415x486	£279.98	£335.98
4 CBB226BGB	16 Dr cabinet	1126x468x1000	£479.00	£574.80

• was £299.98 inc.VAT

GREAT LOOKING, BIG 5" INDUSTRIAL CHROME SPOKED WHEELS FOR EASY MOVEMENT

1 **£119.98** EXC.VAT
£143.98 INC.VAT

2 **PRICE CUT**
£239.98 EXC.VAT
£287.98 INC.VAT
• was £299.98 inc.VAT

MODEL	SIZE	DESCRIPTION	DIMS WxDxH (mm)	EXC.VAT	INC.VAT
CBB306BGB	36"	6 Dr Chest	910 x 305 x 47	£169.98	£203.98
CBB229B	41"	21 Dr chest	1045x415x486	£249.98	£299.98
CBB315	36"	5 Dr Cabinet	927 x 416 x 985	£299.98	£359.98
CBB228B	41"	8 Dr cabinet	1126x468x1000	£399.00	£478.80
1 CBB224B	41"	14 Dr chest	1045x415x486	£269.98	£323.98
2 CBB226B	41"	16 Dr cabinet	1126x468x1000	£459.00	£550.80
CBB231B	56"	9 Dr chest	1460x615x490	£419.00	£502.80
CBB230B	56"	13 Dr cabinet	1503x622x1011	£649.00	£778.80

EXTRA LARGE DRAWER PULLS

1.5M TALL

Clarke **BOLTLESS SHELVEING**

• Simple, fast assembly in minutes using only a hammer

ROLLED EDGE UPRIGHTS GIVE:

- ✓ EXTRA STRENGTH
- ✓ SMOOTHER FINISH
- ✓ SLEEK LOOK

ASSEMBLE AS SHELVING, BENCH OR CORNER UNIT

FROM **£29.98** EXC.VAT
£35.98 INC.VAT

PER SHELF

(evenly distributed) Strong 9mm fibreboard shelves

PER SHELF

(evenly distributed) Strong 12mm fibreboard shelves

Contents not included (all items)

CHOICE OF 5 COLOURS
RED, BLUE, BLACK, SILVER & GALVANISED STEEL

MODEL	SHELF DIMS WxDxH (mm)	EXC.VAT	INC.VAT
150Kg	800x300x1500	£29.98	£35.98
350Kg	900x400x1800	£49.98	£59.98

SAVE 10%

WHEN YOU BUY ANY MIX OF 5 FROM THIS RANGE
SAVE AT LEAST £17.99 INC.VAT

NEW STORE
SALFORD NOW OPEN

LOW ENTRY ONLY 85MM

ALUMINIUM RACING JACKS

• Quick lift
• Non-marking nylon wheels
• Rubber contact pad - helps protect vehicle undersides

FROM ONLY **£84.99** EX VAT
£101.99 INC VAT

MODEL EX VAT INC VAT
1.25 tonne £84.99 £101.99
2 tonne £149.98 £179.98
2.5 tonne* £139.98 £167.98

Clarke RACING

Machine Mart

NOW 65 SUPERSTORES NATIONWIDE

WHERE QUALITY COSTS LESS

airmaster TURBO AIR COMPRESSORS

8/250 Superb range ideal for DIY, hobby & semi-professional use

FROM ONLY **£79.98** EX VAT
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BIG 2HP 7.5CFM

HUGE CHOICE OF SPRAY GUNS & AIRTOOLS

MODEL	MOTOR CFM	TANK	EX VAT	INC VAT
Tiger 8/250	2Hp	7.5	£79.98	£95.98
Tiger 7/250	2Hp	7	£89.98	£107.98
Tiger 11/250	2.5Hp	9.5	£119.98	£143.98
Tiger 8/510	2Hp	7.5	£129.98	£155.98
Tiger 11/510	2.5Hp	9.5	£149.98	£179.98

Clarke 2 TONNE TROLLEY JACKS

FROM ONLY **£19.98** EX VAT
£23.98 INC VAT

Voted Best Buy in Car Mechanics Test

MODEL	TYPE	EX VAT	INC VAT
CTJ2B	DIY	£19.98	£23.98
CTJ250LP*	Low Profile	£39.98	£47.98
CTJ20LG	Pro Instant	£69.98	£83.98
CTJ2001G	Pro Garage	£74.98	£89.98
CTJ2GLC#	Pro Long High Lift	£169.98	£203.98

* CTJ250LP has a 2.25 tonne capacity, has a low entry of only 80mm and includes 2 sockets

Clarke 3 TONNE JACKS

FROM ONLY **£44.99** EX VAT
£53.99 INC VAT

OUTER LIFT

JACKS ALSO IN STOCK UP TO 5 TONNE

MODEL	TYPE	MIN-MAX mm	EX VAT	INC VAT
CTJ3000QL	Quick Lift	195-520	£44.99	£53.99
CTJ300LG	Pro Instant Lift	145-520	£83.99	£100.79
CTJ3000G	Pro Garage	120-520	£84.99	£101.99

Clarke AIR TOOLS

CAT127

FROM ONLY **£19.98** EX VAT
£23.98 INC VAT

HUGE CHOICE IN-STORE/ONLINE

MODEL	DESCRIPTION	EXC.VAT	INC.VAT
CAT127	3" Cut off tool	£22.99	£27.59
CAT128	1/4" Die Grinder	£19.98	£23.98
CAT131	1/2" Impact Wrench	£59.98	£71.98
CAT132	13Pc 1/2" Impact Wrench Kit	£74.99	£89.99
CAT133	3" Cut Off Tool & 1/4" Die Grinder	£47.99	£57.59
CAT134	1/2" Reversible Ratchet	£34.99	£41.99
CAT136	6" Dual Action Sander	£34.99	£41.99
CAT137	3/8" Keyless Reversible Drill	£34.99	£41.99
CAT139	150mm Air Hammer inc 4 Chisels	£19.98	£23.98

Clarke 3HP V TWIN AIR COMPRESSORS

FROM ONLY **£219.98** EX VAT
£263.98 INC VAT

Suitable for powering all common air tools & spray equipment

TIGER 16/510

MODEL	AIR RECEIVER DISPLACEMENT	EX VAT	INC VAT
Tiger 16/510	50 litre	£219.98	£263.98
Tiger 16/1010	100 litre	£269.98	£323.98

Clarke ANTI FATIGUE FOAM FLOORING

• 6 interlocking foam tiles protect flooring & provide comfort when standing or kneeling • Ideal for use in garages, workshops etc. • Each tile is 610x610mm & includes detachable, yellow borders

FROM ONLY **£19.98** EX VAT
£23.98 INC VAT

FOR 8 TILES

Clarke CAR RAMPS

FROM ONLY **£26.99** EX VAT
£32.99 INC VAT

Lift cars safely and quickly • Tough angled steel construction

MODEL	CAPACITY	EXC.VAT	INC.VAT
CR2	2000KG	£26.99	£32.99
CRW25	2500KG	£36.99	£44.99

Clarke HYDRAULIC BOTTLE JACKS

FROM ONLY **£7.98** EX VAT
£9.58 INC VAT

MODEL	EX VAT	INC VAT	MODEL	EX VAT	INC VAT
2 tonne	£7.99	£9.59	8 tonne	£17.99	£21.59
4 tonne	£11.99	£14.39	12 tonne	£24.99	£29.99
6 tonne	£14.99	£17.99	20 tonne	£34.99	£41.99

Clarke BODY REPAIR KITS

FROM ONLY **£79.98** EX VAT
£95.98 INC VAT

Clarke AUTOMOTIVE WHEEL DOLLY SET

AWD1

FROM ONLY **£44.99** EX VAT
£53.99 INC VAT

BIG 3" CASTORS

Four swivel castors for easy movement in confined spaces • Heavy duty steel construction - load rating 500kg per dolly

Clarke INDUSTRIAL AIR COMPRESSORS

offer the durability & reliability demanded by professionals.

FROM ONLY **£369.98** EX VAT
£443.98 INC VAT

H/DUTY

Cast iron pumps on SEV11C, SE16 and SE19 • Twin cylinder pumps (except SE11) • Motor overload protection • Petrol models available

MODEL	CFM	MOTOR CVR (HP)	EX VAT	INC VAT
SEV11C	9	2	£369.98	£443.98
SE16C100	14	3	£399.98	£478.80
SE16C150	14	3	£439.98	£526.80
SE16C200	14	3	£519.98	£622.80
SE18Q1L	18	4	£569.98	£682.80
SE26	23	5.5	£689.98	£826.80
SE36#	30	7.5	£979.98	£1174.80
SE29#	28	2x3	£270.00	£324.00
SE37	36	2x4	£270.00	£324.00
SE46	40	10	£1099.98	£1318.80

* Supplied with starter • 230v supply • 400v, 3 phase • Must be run from 30 Amp supply minimum/ supplied with sequential direct on-line starter

was £838.80 inc.VAT

Clarke ARC WELDERS

For home user, automotive and industrial applications.

FROM ONLY **£46.99** EX VAT
£56.99 INC VAT

MODEL	AMPS	EXC.VAT	INC.VAT
EA110	40-100	£46.99	£56.99
105N	40-100	£49.98	£59.98
EA165	65-160	£62.99	£75.99
115N	30-110	£64.99	£77.99
EA200	60-200	£89.98	£107.98
160N	40-150	£67.99	£81.59
190N	50-185	£94.99	£113.99
190TEN#	35-180	£139.98	£167.98
235TEN#	40-210	£149.98	£179.98

Turbo fan cooled

was £71.98 inc.VAT

Clarke AXLE STANDS

Ratchet action for quick height adjustment • Sold in pairs

FROM ONLY **£18.49** EX VAT
£22.19 INC VAT

MODEL	MAX TONS	MIN/MAX HEIGHT	EX VAT	INC VAT
CAX-3TBC	3	300-430mm	£18.49	£22.19
CAX-6TBC	6	400-615mm	£29.98	£35.98

Clarke BODY REPAIR KITS

FROM ONLY **£79.98** EX VAT
£95.98 INC VAT

Clarke 7" SANDER/ POLISHER

CP185

FROM ONLY **£69.98** EX VAT
£83.98 INC VAT

Pro sander polisher. Includes hook & loop backing pad and hook & loop wool polishing bonnet. • 1200w motor

Clarke 5 PIECE AIR TOOL KIT

KIT1100

FROM ONLY **£19.98** EX VAT
£23.98 INC VAT

NEW

Gravity Fed Spray Gun • Air Wash Gun • Tyre Inflator • Air Blow Gun • 5 Metre Air Recoil Hose

Also available 3 pce Air Tool Kit - KIT600 Paraffin spray gun, tyre inflator & blow gun only

£14.99 EX VAT £17.99 INC VAT

Clarke NO GAS/GAS MIG WELDERS

Uses flux cored steel wire, which creates own gas shroud as it burns

FROM ONLY **£169.98** EX VAT
£203.98 INC VAT

MODEL	AMPS	EXC.VAT	INC.VAT
90EN	24-90	£169.98	£203.98
105EN	30-100	£184.99	£221.99
151EN	30-150	£209.98	£251.98
160EN	30-150	£259.98	£311.98

Clarke CAR CREEPERS

Oil resistant vinyl covered padded backs & headrests • Swivel castors for easy manoeuvrability

FROM ONLY **£21.99** EX VAT
£26.99 INC VAT

MODEL	DESCRIPTION	EX VAT	INC VAT
CNC36	Car creeper	£21.99	£26.99
CNC45	With adjustable headrest	£27.99	£33.99
CNC50	Folding car creeper	£44.99	£53.99

Clarke DRILL PRESSES

Tables tilt 0-45° left & right • Depth gauge • Chuck guards • B-Bench mounted • Floor standing

FROM ONLY **£59.99** EX VAT
£71.98 INC VAT

MODEL	WATTS/EXC.VAT	INC.VAT
CDP5EB	350/5	£59.98 £71.98
CDP101B	245/5	£79.98 £95.98
CDP151B	300/5	£106.98 £128.98
CDP10B	370/12	£169.98 £203.98
CDP301B	510/12	£199.98 £239.98
CDP451F	510/16	£239.98 £287.98
CDP501F	960/12	£429.00 £514.00

Clarke HYDRAULIC PRESSES

PROFESSIONAL QUALITY

Built for tough daily use in automotive/industrial workshops • All models include gauge

MODEL	EX VAT	INC VAT
4 ton bench	£129.98	£155.98
10 ton floor	£189.98	£227.98
12 ton floor	£239.98	£287.98
20 ton floor	£399.00	£478.80
50 ton floor	£1649.00	£1978.80

* Available with/without 7 pce pin, bracket & pressing plate • Without kit

FROM ONLY **£129.98** EX VAT
£155.98 INC VAT

Clarke BATTERY CHARGERS/ENGINE STARTERS

BC520N

FROM ONLY **£47.99** EX VAT
£57.99 INC VAT

Ammeter • Multi-position charge regulator • Overload protection on charging cycle

MODEL	MAX AMPS CHARGE/BOOST	EX VAT	INC VAT
BC100N	15/100	£47.99	£57.99
BC130C	15/120	£61.99	£74.99
BC190	38/180	£89.98	£107.98
BC210C	15/120	£94.99	£113.99
BC410E	35/400	£129.98	£155.98
BC520N	50/510	£189.98	£227.98

Clarke ARC ACTIVATED HEADSHIELDS

CWH6

ONLY **£39.98** EX VAT
£47.98 INC VAT

CWH7

ONLY **£44.99** EX VAT
£53.99 INC VAT

Activates instantly when Arc is struck • Protects to EN379 • Suitable for arc, MIG, TIG & gas welding

PRICE CUT **£49.98** EX VAT
£59.98 INC VAT

Clarke NO GAS/GAS MIG WELDERS

Professional type torch with on/off control • Thermal overload protection • Turbo fan cooled • Easy conversion to gas welding with optional accessories

FROM ONLY **£109.98** EX VAT
£131.98 INC VAT

was £203.98 inc.VAT

MODEL	MIN/MAX AMPS	EXC.VAT	INC.VAT
MIG 120G	35/90	£109.98	£131.98
MIG 145	35/135	£149.98	£179.98
MIG 152	40/140	£164.98	£197.98
MIG 180	40/160	£179.98	£215.98
MIG 196	40/180	£199.98	£239.98

Clarke ENGINE STANDS

FROM ONLY **£49.98** EX VAT
£59.98 INC VAT

Rotates through 360° • Engines up to 227Kg • Only £49.98 EX VAT

CES500A

Rotates through 360° • Engines up to 340Kg • Includes tool tray

Only £69.98 EX VAT
£83.98 INC VAT

CES750A (SHOWN)

Fully tested to proof load

Clarke ENGINE/ GEARBOX SUPPORTS

FROM ONLY **£69.98** EX VAT
£83.98 INC VAT

Ideal for front wheel drive transmissions/drive shafts • Aids removal of gearboxes and transmissions • Max Cap. 500Kg

DUAL HOOKS FOR ADDED PRECISION

CEC500DS

Clarke SPRAY GUNS

HUGE CHOICE IN-STORE/ONLINE

FROM ONLY **£19.98** EX VAT
£23.98 INC VAT

MODEL	DESCRIPTION	EX VAT	INC VAT
PRO12C	1.2mm	£19.98	£23.98
14C/18C	1.4mm, 1.8mm	£26.99	£32.39
PGF14	Pro. Gravity	£26.99	£32.39
SP14/18C	1.4mm/1.8mm	£27.99	£33.59
PRO12C	HVLP AP15, 2.2mm	£27.99	£33.59

Clarke MIG WELDERS

All models include: • Gas regulator • Earth clamp • Face mask • Welding torch • Pro90-151TE includes CO2 gas bottle

FROM ONLY **£179.98** EX VAT
£215.98 INC VAT

MODEL	MIN-MAX AMPS	EX VAT	INC VAT
PRO90	24-90	£179.98	£215.98
110E	30-100	£214.99	£257.99
135TE Turbo	30-130	£239.98	£287.98
151TE Turbo	30-150	£269.98	£323.98
165TE Turbo	30-155	£339.00	£406.80
175TECM Turbo	30-175	£409.00	£490.80
205TE Turbo	30-185	£449.98	£539.98

Clarke ARC/TIG INVERTERS

Used for ARC & TIG welding, utilising the latest technology • Low amp operation - ideal for auto bodywork & mild / stainless steel

FROM ONLY **£129.98** EX VAT
£155.98 INC VAT

PRICE CUT **£155.98** EX VAT
£187.98 INC VAT

AT161

ELECTRODE DIA. 1.6 - 2.5mm

MODEL	AMPS	EXC.VAT	INC.VAT
AT101	10/80	£129.98	£155.98
AT132	10/130	£169.98	£203.98
AT161	10/160	£199.00	£238.80
AT135	30/130	£219.00	£262.80

Clarke LOAD LEVELLER

Max load capacity - 500Kg • Fine screw adjustment for precise leveling

FROM ONLY **£29.98** EX VAT
£35.98 INC VAT

CLL500

INCLUDES CHAINS AND HOOKS

Clarke HYDRAULIC MOTORCYCLELIFT

CML3

FROM ONLY **£349.00** EX VAT
£418.80 INC VAT

FOLDS FLAT FOR EASY STORAGE

Safety locking device • Hinged ramp for easy loading • Table size 2200 x 685mm • Fully mobile • Max lift height 770mm

AIR ASSISTED VERSION ALSO AVAILABLE now only £399.00 EX VAT £478.80 INC VAT

Clarke TOOL CHEST AND TOOLS

SAVE OVER £62 OFF OUR NORMAL PRICE

ALL THIS ONLY **£259.98** EX VAT
£311.98 INC VAT

329 HAND TOOLS

This great value set includes CT900B 9 drawer chest & CTC500B 5 drawer cabinet • Includes the most popular sockets, spanners, pliers, drivers, wrenches etc

Clarke 24V CORDLESS IMPACT WRENCH

CIR220 ONLY

FROM ONLY **£89.98** EX VAT
£107.98 INC VAT

Inc. 17, 19, 21 & 23mm chrome vanadium sockets • 2x 24V Ni-Cd Batteries & 1 hour battery charger

HEAVY DUTY

OTHER MODELS MAX TORQUE EX.VAT INC.VAT
Corded CEW1000 450Nm £56.99 £68.39
Cordless CIR450B 450Nm £119.98 £143.98

Clarke ENGINE CRANES

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How To

Upgrade to XR2 brakes

Here's a simple upgrade for base-model Mk1 Fiestas using standard factory parts. Easy stuff that'll take less than a morning to fit.



We all know Mk1 Fiestas make a great first car and there's loads of potential to move on from there. We've seen some truly excellent modified Fiestas in the last few years and there's a tonne more to come yet. One that's got a million mods planned for it is Matty Barton's super-straight base model, which eagle-eyed longtermers will recognise as Marc Stretton's old car. Back then it was truly basic — now Matty's got it, it's seriously heading in the right direction. New paint, new wheels, some suspension tricks and a shed-load of tidying and it's getting there — all basic stuff in preparation for lowering and the engine swap at a later date.

Info

Tools required:
Spanners and sockets,
Torx bits, brake
bleeding kit

How long:
2-3 hours to complete
both sides

Contact:
Demon Tweeks
0844 3752590
www.demon-tweeks.co.uk

One of those upgrades is this budget brake swap — base Fiesta stoppers are pretty much pathetic but they're easily upgraded from the standard 221 mm solid discs to the 240 mm vented ones of the XR2. Matty sourced all of the parts himself — there's nothing that's not available off the shelf, making this a simple brake upgrade you can do yourself. However, he has chosen to upgrade as much as possible — in fact it's almost cheaper to do this as you go rather than simply use standard stuff.

The discs are grooved Black Diamond G6s, while he's fitted a set of EBC's Green Stuff pads for fast road use — both sourced from Demon Tweeks. He's already

upgraded the front brake pipes to braided steel a while back, simply because the originals needed replacing — they merely connect to the new callipers that Matty bought ready reconditioned — these are obviously intended for vented discs. They need carriers for the pads too, which can be hard to get.

On the master cylinder front, Matty's dad, Graham's a motorsport engineer and has calculated the standard one should be fine for this upgrade — how it works in practise, we'll update later on.

The whole lot's a couple of hours' work with the right tools. So, neoprene gloves on; let's see what's involved.



GEARBOX MASTERY

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86

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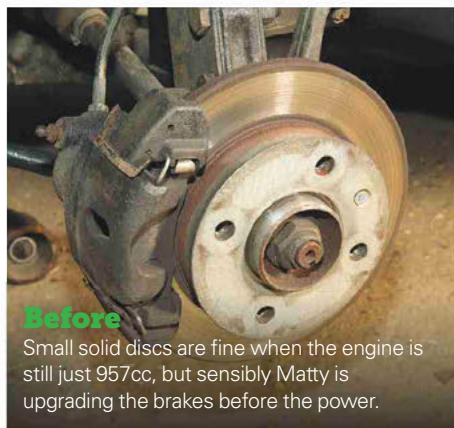
90



GREASE GUNS ON TEST

A vital piece of kit for those with older cars, but which is best?

94



Before

Small solid discs are fine when the engine is still just 957cc, but sensibly Matty is upgrading the brakes before the power.



1

First job, get the car up on axle stands, wheels off and the old callipers unbolted and stripped off.



2

Matty lifted the whole calliper off the stub axles as a complete unit — in fact he'll fit the new XR2 callipers the same way.



3

If you've got original rubber-type hoses, clamp these off to prevent the fluid leaking, but Matty's already fitted braided hoses so all we could do was catch the fluid when the joint was undone.



4

A disc with the fixing screw still in place - there's a novelty! These need removing so that the disc can be taken off, but can be an arse if rusted in and butchered around the cross-head.



5

The disc will simply slide off the stub axle and now heads for the bin, unless you need a paperweight.



6

It's a good idea to clean off the old brake disc mounting face, which is usually coated in surface rust. Abrasive paper or a Scotchbrite pad will do it, making the new disc sit firmly without wobble.



7

Another good idea is to coat the mounting surface with anti-seize copper slip, preventing rust from forming in the future.



8

Matty now slides the new disc in place of the old, replacing that fixing screw, of course.



9

Holding the old disc up you can see the difference — not just in size — the new ones are 19 mm bigger, but they're vented too.



10

Next job is to prepare the brake pad carriers, which Matty sourced and reconditioned. These are designed to slide on the callipers, so Matty's fitting new slider pins.



11

These are bolted into the carriers using Torx bits, mounted in a socket wrench.





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how to: fit XR2 front brakes

12



There are two of them mounted each side...

13



...which need greasing to make them slide nicely.

14



Then they can be slid into the body of the single-piston XR2 floating calliper – note the new dust caps fitted to the end of the slide rubbers.

15



Pads next and Matty sourced some of these 3M anti-squeal backing pads that are self-adhesive.

16



These are simply peeled off and applied to the back of the pad...

17



...then Matty trims round this with a sharp knife – obviously the usual safety tips apply here – don't cut your hand off!

18



Two of the pads are pretty straightforward but...

19



...the other two, complete with location clip that sits in the socket of the piston, need to be trimmed around, too.

20



Assembly now, and Matty slots the latter pad into the socket in the piston...





...and pushes it home. It can feel like the clip is too big to fit, but its spring-loaded so will go with a bit of effort.



He then pushes the carrier across as far as it'll go, making the calliper as wide as possible and then fits the other pad.



The whole lot can now be slid straight over the new vented disc he's already fitted...



... followed by either fitting or re-connecting the brake lines – you may want to do this before the calliper slid onto the disc as it may need turning round and round to fit.



Fixing bolts next – Matty's cleaned these up and added a touch of thread lock...



...before torquing them up to the spec figure stated in the manual.



Lastly, fit the pad retaining clips – everyone leaves these out, finding them in the box when they clear up – yes, they need to be fitted too!



The final job is to bleed the brakes – we'll report later on how the master cylinder stands up.



After

Upgrade complete and now with more than enough stopping power for the horsepower increase Matty has planned.



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1. Engine Choice

There are masses of Rover variations — the carb route means any will do — though the ideal is an alloy manifold and Holley 390 or more modern Edelbrock. Take care though as P6 engines had rope seals. If you fancy EFI, head for the 3.9 with hot-wire airflow meter rather than 3.5, which has an earlier version. Both will take a cam and headwork are simple to wire up, giving reasonable performance and economy.

Engine Mounts

These were on the Caprisport inventory of kit parts — alas no longer available but they're not that difficult to make if you have fabrication skills. Standard procedure is to make them interact with the Capri's crossmember mounts, but use diesel Land Rover rubbers; which are lovely and stiff — ideal heavy duty stuff that's available off the shelf.

Sump

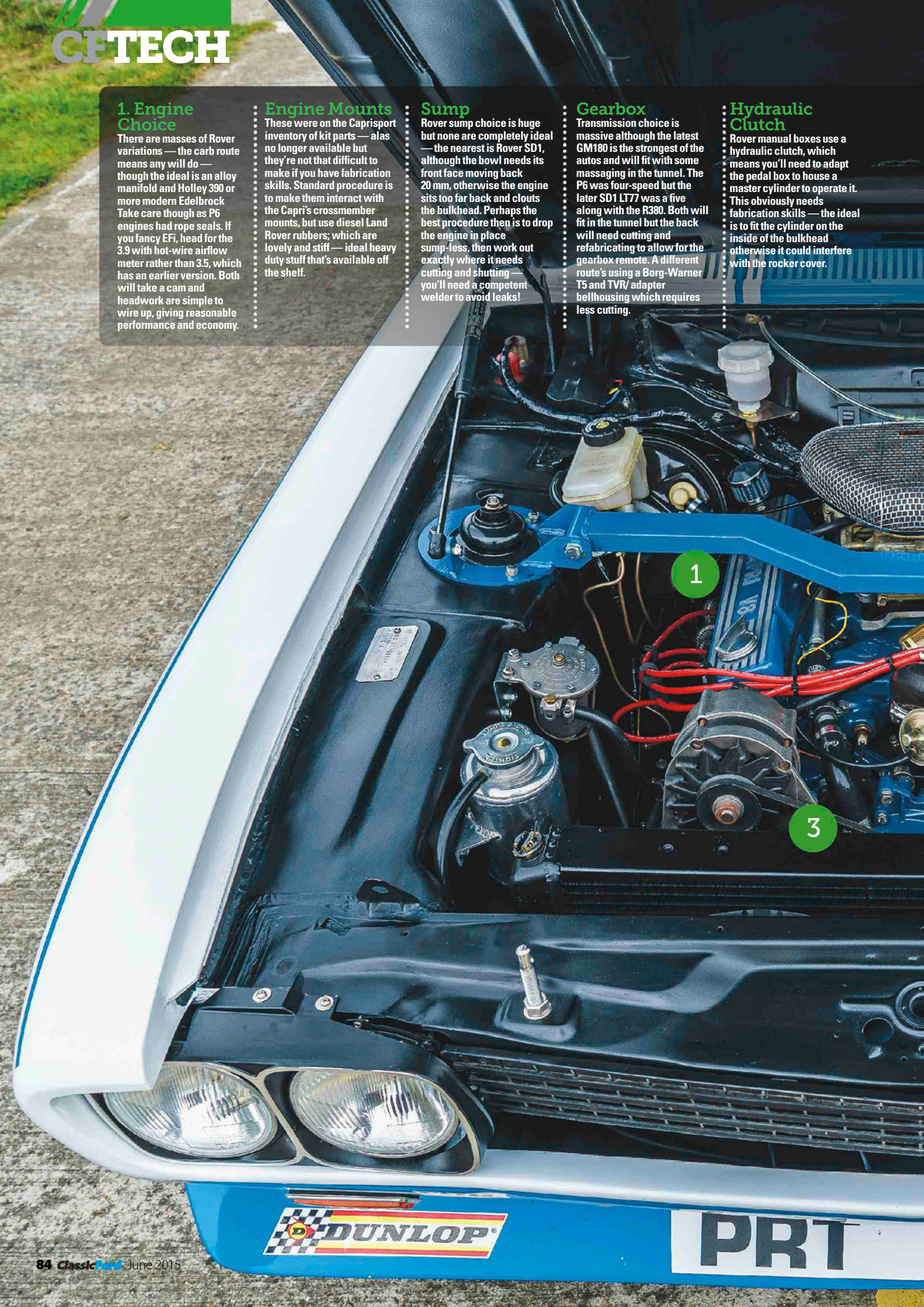
Rover sump choice is huge but none are completely ideal — the nearest is Rover SD1, although the bowl needs its front face moving back 20 mm, otherwise the engine sits too far back and clouts the bulkhead. Perhaps the best procedure then is to drop the engine in place sump-less, then work out exactly where it needs cutting and shutting — you'll need a competent welder to avoid leaks!

Gearbox

Transmission choice is massive although the latest GM180 is the strongest of the autos and will fit with some massaging in the tunnel. The P6 was four-speed but the later SD1 LT77 was a five along with the R380. Both will fit in the tunnel but the back will need cutting and refabricating to allow for the gearbox remote. A different route's using a Borg-Warner T5 and TVR/ adapter bellhousing which requires less cutting.

Hydraulic Clutch

Rover manual boxes use a hydraulic clutch, which means you'll need to adapt the pedal box to house a master cylinder to operate it. This obviously needs fabrication skills — the ideal is to fit the cylinder on the inside of the bulkhead otherwise it could interfere with the rocker cover.



Gearbox Crossmember

Using any of the aforementioned transmissions means a gearbox crossmember will need fabricating but it's simple engine swap-type stuff — the auto's very straightforward, adapting it into the Capri's floor mounts, while an LT77 is similar and uses standard rubbers.

2. Exhaust

The simple solution here is to use either the swept-back Rover P5B Coupe cast manifolds or the centre exit Rover P6 — neither flow very well but they are a solution! The best is a set of bespoke headers although Caprisport used to make a pair meant to couple with a big-bore Capri V6 system. Sets do turn up and Caprisport may still have patterns.

3. Cooling

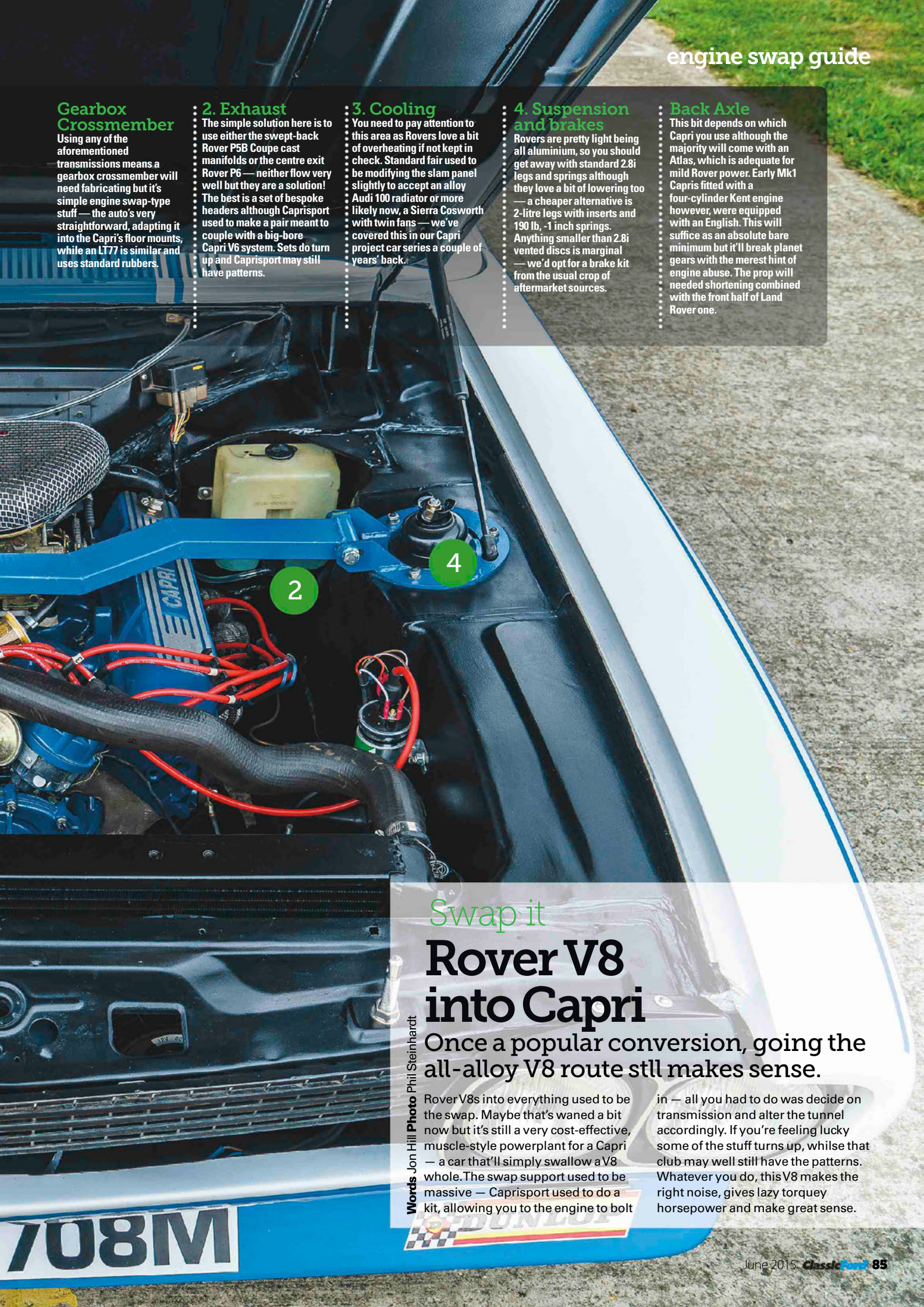
You need to pay attention to this area as Rovers love a bit of overheating if not kept in check. Standard fair used to be modifying the slam panel slightly to accept an alloy Audi 100 radiator or more likely now, a Sierra Cosworth with twin fans — we've covered this in our Capri project car series a couple of years' back.

4. Suspension and brakes

Rovers are pretty light being all aluminium, so you should get away with standard 2.8i legs and springs although they love a bit of lowering too — a cheaper alternative is 2-litre legs with inserts and 190 lb, -1 inch springs. Anything smaller than 2.8i vented discs is marginal — we'd opt for a brake kit from the usual crop of aftermarket sources.

Back Axle

This bit depends on which Capri you use although the majority will come with an Atlas, which is adequate for mild Rover power. Early Mk1 Capris fitted with a four-cylinder Kent engine however, were equipped with an English. This will suffice as an absolute bare minimum but it'll break planet gears with the merest hint of engine abuse. The prop will need shortening combined with the front half of Land Rover one.



Swap it

Rover V8 into Capri

Once a popular conversion, going the all-alloy V8 route still makes sense.

Words Jon Hill Photo Phil Steinhardt

Rover V8s into everything used to be the swap. Maybe that's waned a bit now but it's still a very cost-effective, muscle-style powerplant for a Capri — a car that'll simply swallow a V8 whole. The swap support used to be massive — Caprisport used to do a kit, allowing you to the engine to bolt

in — all you had to do was decide on transmission and alter the tunnel accordingly. If you're feeling lucky some of the stuff turns up, whilst that club may well still have the patterns. Whatever you do, this V8 makes the right noise, gives lazy torquey horsepower and make great sense.



708M

Know this

THE FIFTH AMENDMENT

For those who want a five-speed without the bodywork butchery, MKF Engineering have reworked a classic.

Words Simon Woolley **Photos** Michael Whitestone

When it comes to five-speeds, the Type-9 gearbox holds the limelight in the rear-wheel-drive classic Ford scene. It's a great, versatile and affordable design, but its relative size has always been a problem for owners of '60s Fords, because fitting one means cutting and modifying the transmission tunnel of all models, bar the very last of the Mk2 Cortinas.

Wind the clock back over 50 years, however and the Broadspeed and Superspeed Anglias pounding the racetracks of Europe were running homologated five-speed gearboxes developed by Hewland, installed without any bodywork mods because Hewland cleverly used the Anglia's existing three-rail four-speed gearbox casing.

Hard to come by even then, today surviving original Hewland five-speeds are almost non-existent but longtime Ford transmission guru, Mark Kinman of MKF Engineering has taken the bull by the horns and recreated the original Hewland design, adding a few improvements and material upgrades of his own along the way. Meaning fitting a five-speed without body mods is once again an option for motorsport competitors, and brave road-car owners.

The new five-speed kit completely replaces the internals of the existing four-speed, and will work with almost any three-rail casing. It's not a bolt-in job — some machining by Mark to the internal casing is

required, but other than a new alloy top cover needed to house an extra set of detent springs, from the outside there's nothing to suggest the extra cog is present.

Mark has also been busy remanufacturing the three-rail casing in both aluminium and magnesium alloy, which is ideal for racing applications where weight-loss is all (with a magnesium alloy casing the gearbox weighs just 16.6 kg all-in), and it means — selector rods aside — the resulting gearbox features completely new components throughout.

Read on to find out how it all works. →



A man with a mustache, wearing a blue work shirt, is focused on working on a mechanical component, likely a gearbox casing. He is in a workshop setting with various tools and parts visible in the background.

know this: five-speed 2000e

**"WITH A MAGNESIUM ALLOY
CASING, THE GEARBOX WEIGHS
JUST 16.6 KG ALL-IN"**

Info

CONTACT
MKF Engineering
mkfengineering@
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The Hewland 'box

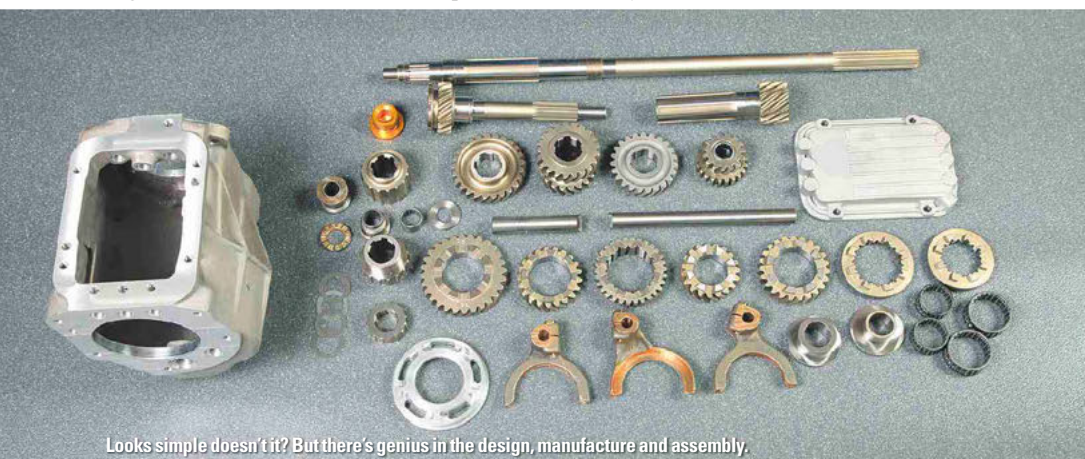
It seems hard to believe, but the design of the Hewland five-speed dates back to the early '60s, and was borne out of a need for a transmission better able to make the most of the 997cc Pre-Crossflow screamer engines used in Anglia 105E race cars with their ridiculously narrow power bands. Mike Hewland developed the design using the original Ford three-rail gearbox casing, and the new gearbox made its race debut in March 1962 at Snetterton in the Pre-Crossflow-powered Marcos of Dick Prior. Dick won the race, and with the new 'box naturally being deemed a success, the likes of Broadspeed,

Superspeed, Alan Mann Racing and eventually the Ford Competitions Department began using them, not just in Anglias, but thanks to the gearbox's versatility, in the larger-engined Lotus Cortina, too.

Eventually, the five-speed gearbox became commercially available through Wooler. It's not known how many were built, but the relatively high-price and the fact that the 'box was only available with dog-engagement (albeit helical-cut) gears probably means that it never sold in huge numbers and now survivors are very rare indeed.



Larger alloy cover needed to house extra set of detent springs. Top cover is original Hewland item.



Looks simple doesn't it? But there's genius in the design, manufacture and assembly.



All gears used are helical cut...

THREE-RAIL FIVE-SPEED: THE LOWDOWN

Hewland 'boxes are pretty thin on the ground – how did you find one?

It's reckoned there are only about four of five left now, and as far as I know, none of them are working. I'm eternally grateful to Ginetta owner, Michael Higson who lent me his original Hewland gearbox to base my new design on.

Presumably this one didn't work either?

No, it was fatigued and slightly damaged, and I discovered fairly early on in the development that some of the parts were missing, too. I had to conduct a post-mortem to work out what was supposed to be there, and just as importantly, make it all reliable.

Why manufacture a complete new gearkit when you could have used some of the existing three-rail 'box components?

I realised early on in the development that the type of customers who would be buying this gearkit weren't going to be happy with old gears welded up in a garden shed. I had to start from scratch. The only items we reuse from the original gearbox are the selector rails, and those are modified, too.

Do you think you've been able to improve on the original Hewland design?

Yes, I think so. Development in materials and techniques means I've been able to use something much more exotic to manufacture the gears from. I can't tell you what it is, but it's used in the Formula One transmission industry, and we use the electron beam welding process, which is a big step up. The gears are helical-cut, dog change and feature caged needle roller bearings, and the helices are cut in alternate directions so that the thrust generated is halved between the front and rear bearings to reduce

stress and fatigue. I've been able to improve on the feel of the gearchange, too – it's now very nice indeed.

Will this gearbox be eligible for historic racing?

Yes, but our helical-cut four-speed Bullet gears are actually the only ones in the world that fall within the FIA rules – the straight-cut gears were never homologated. These are ideal for fast road too, especially if you drive to and from an event. Correct ratios, quiet and slick.

Has the 'box been used in anger yet?

Yes, it's been tested at Spa Francorchamps in a Ginetta race car, and it went very well. I got it back for a check over and it is perfect.

Is there scope to produce a synchromesh version for everyday road use?

No, there just isn't enough room inside the three-rail casing. Dog-engagement gears aren't really meant for road use, but having said that, the gearbox you've been photographing today is the one from the Ginetta test car, which the owner has been driving around the streets of Brussels.

Could you also repair an original Hewland 'box?

Yes, indeed, and it would be great just to see one.

Now that the five-speed is done, what's next?

I've decided to concentrate a lot more on classic Ford gearboxes, so not only do I make the alloy and magnesium cases for them all to be assembled into, but with the hot wash, acid dip and expertise gained over the years, I can rebuild and improve on all three-rail, Type E and Type-9 'boxes. A range of next-generation gearkits are being developed – the Type-9 and helical Bullet kits are already done."



... with dog-change and needle roller bearings.



The cost is more than a Type-9, but for originality and avoiding cutting the gearbox tunnel, it's well-justified.



Getting the extra gear in is a clever trick, but the credit goes to Hewland's engineers.



The science bit

How do you squeeze an extra cog into the three-rail's relatively tiny casing? Over to Mark:

"Hewland came up with a very clever design indeed. The casing is machined so that a combined first and reverse dog ring now sits in the neutral position between reverse and first gears. First gear is in constant mesh and when you select first

the dog gears engage to give you drive. When you select reverse, the outside of the dog ring, which has straight-cut gears on it, then engages with straight-cut gears on the reverse idler gear which is also in constant mesh with the helical part of the gear mated to the first gear layshaft.

"I'd love to be able to take the credit for it, but I can't," he says.



Selector fork sits over the first and reverse dog ring.



Machining the casing is the key to getting the new gearset in to the enclosed space of the three-rail 'box.



All-important magnetic sump plug keeps any filings away from the gears.



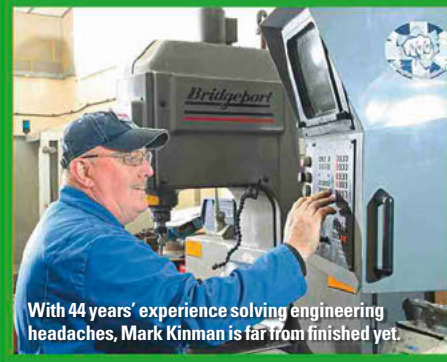
ABOUT MKF ENGINEERING

Longtime Ford enthusiasts may remember Mark from the mid-90s when he was one half of Flowtech Racing — at the time making aftermarket alloy bellhousings and diff casings for Ford transmissions, as well as getting the Type-9-based six-speed gearbox for Caterham from a box of welded up bits through to production.

But Mark's engineering background goes back much further — 44 years, to be exact. After serving his apprenticeship in the Navy, he started working in the automotive industry, including a spell with VW in South Africa and then the German motor trade in the '80s.

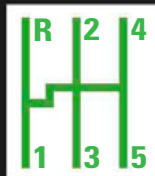
"I've done hundreds of BMW M3 and M1 cylinder heads — pallet-fuls," Mark recalls, "as well as the V12 engine blocks for the M1. After Flowtech, I moved to Holland for a quiet life, but after a decade I was teased back into it. I came back to the UK around two years ago to set up MKF Engineering."

"I'm a problem solver, really. People come to me with a problem, and I'll find a way around it, whether it's the rule book or a rare part. Most of my work is for the trade, but individuals and racers alike find me. I love doing what I do — I get a real buzz from the development and getting the part to the production stage."



With 44 years' experience solving engineering headaches, Mark Kinman is far from finished yet.

FIVE-SPEED GEAR RATIOS



Unlike the Type-9 five-speed, for example, the MKF 'box doesn't feature an overdriven fifth gear, but instead is direct 1:1, just as fourth gear is on the original four-speed 'boxes.

The ratios available are as follows:

1st	3.042:1 (optional 2.94:1)
2nd	1.78:1
3rd	1.47:1
4th	1.21:1
5th	1:1

The shift pattern is also different (see diagram), with first and reverse gears on a dog-leg. This way, first gear is now used just to get the car moving away from standstill (ideal for gradient clutch starts), with second to fifth becoming four racing ratios in the four-speed's usual H-pattern.



Luckily Mark was able to borrow an example of the ultra-rare Hewland 'box to help with his new design.

HOW MUCH?

The five-speed kit is available now for £2750 plus VAT. If you want Mark to build one up into your supplied casing, he charges £200 for the machining required and the build. New, three-rail casings in alloy are available from MKF for £400.

EXPERT CLINIC

TROUBLE WITH YOUR FORD? SEND IN YOUR QUERY AND WE'LL SORT IT OUT

Don't chop springs, always go the professionally-converted or manufactured route.



Cut springs?

Q I've always had '50s American Fords, but before that I had Mk1 Cortinas, and Mk1 and Mk2 Consuls. Now I have a 1962 Consul Capri — it's a cool ride but has no go.

I've taken the engine and gearbox out and fitted a 2-litre Pinto and Type-9 five-speed, which is OK, and I had to chop the sump as it still had the steering box. I'd like to keep the front struts — I've lowered the rear 2 inches and have to do the front as the Pinto hasn't sunk the front end at all. Can I buy new springs, or do I chop a coil out?

Graeme Jackson
Email

A Do not chop the coil springs! It alters the poundage of the spring but more importantly, the springs are flattened at both ends so they sit in the cup properly. Cut these off and there's a danger that the springs will jump out of the cup.

For safety's sake, it would be better to go to 2.25 inch coil-overs as, when lowered, the springs cannot become detached from the leg. You can have your legs professionally converted by

GAZ Shocks and they'll install new, correct-length uprated adjustable inserts, to boot. Or you could convert the struts yourself using an abutment kit from Rally Design.

Suspension geometry

Q I've always been baffled by what is meant by the term 'suspension geometry'? Could you fill me in? And once you have, can you tell me what would be the best geometry for my 100E and how I go about getting it?

Adam Hinks
Burnley

A In very basic terms, suspension geometry is the way in which the wheels and suspension sit in relation to the bodywork and the road. The main factors in suspension geometry are camber, castor and toe: camber — the angle at which the wheels sit in relation to the vertical; castor — the angle at which the steering pivot axis sits from the vertical; and toe — the angle of the tyre leading edges, either towards or away from each other.

As for your 100E, it'll depend on whether the car is standard or



Suspension set-ups are dependant on a car's modifications.

modified. The owners' manual should tell you what the suspension settings are as standard for the car. These settings are non-adjustable and will only be thrown out if a component is broken or worn.

If the car's modified with adjustable bottom arms, coil-overs and so on, the settings will all be down to what you intend to do with the car. This is a specialist field, and it would be worth getting the car set up professionally by the likes of the experts at Northampton Motorsport.

Webers or Dell'Ortos?

Q I'm looking into investing in a set of twin 40 carbs for my Capri with a 2-litre Pinto engine. Looking around I have found sets of twin Weber DCOEs and twin Dell'Orto DHLAs but everywhere I look people keep saying that Dell'Orto carbs are superior to Weber carbs. However, when I look at any cars that are featured in *Classic Ford* everyone always runs a set of Webers, and Dell'Ortos are hardly ever mentioned.

Is there any difference between Dell'Ortos and Webers, or does each set of carbs work better with different engines/set-ups? And which would you recommend for my standard Pinto?

Mark Levy
Email

A There's no massive difference in performance, but it's generally accepted that you will get slightly better fuel consumption from the Dell'Ortos. On the other hand, Webers are slightly easier to get hold of, parts

Contacts

Eurocarb Ltd
0118 984 2811
www.dellorto.co.uk

Gaz Shocks
01268 724585
www.gazshocks.com

Northampton Motorsport
01604 766624
www.northamptonmotorsport.com

Propshaft Services
020 8844 2265
www.propshaft-services.co.uk

Retro Ford Ltd
01536 747978
www.retro-ford.co.uk





Want to fit a Type-9 into your Mk2 Cortina? If it's a Series 1 model, you'll need to cut the tunnel.

is a good old Pinto, allegedly a 2.1, with a mild cam and twin 40s, running a five-speed 'box.

Rich Spence
Nailsworth, UK

A This is a bit of a nightmare question as there could be a million things wrong with the car, which are incredibly difficult to diagnose when you haven't got it in front of you. It's going to be a case of working logically through it.

First, check the battery condition, or have it checked. If the battery's shot, it won't hold the charge regardless of what kind of condition the rest of the system is in.

Next, you need to check the voltage output at the rear of the alternator — what it's actually producing — and you should see over 14 volts. If you want a higher output, use a DOHC Sierra alternator. This is a 70 amp unit. Swap the front pulley from the Sierra onto your car as well — this will bolt straight on.

Having the battery in the boot shouldn't really cause any problems. You may suffer some voltage drop when starting the car, but charging should never be a problem. Finally, check all the connections on the starter and charging systems including the earths. **CF**



FIVE-SPEED CORTINA

Q I have a 1970 Mk2 Cortina 1600E and I'd like to fit a five-speed Type-9 gearbox to it, keeping the Crossflow engine. What will be involved? And my main question is, will the transmission tunnel have to be enlarged?

Mike Haynes
Email

A As your car is a 1970 model, you may have to establish whether it's a Series 1 or Series 2 Mk2. The difference between them is the floorpan. Series 2 cars will allow the gearbox to fit without modification, but if your car is a Series 1, there will be a box section stiffener that runs beneath the gearbox tunnel.

This will need to be removed and strengthened accordingly. You'll also need

to make a new gearstick hole in the appropriate place.

The good news is that the gearbox will mount straight up to the Crossflow, but will then have the starter motor on the wrong side. This can be sorted out by fitting an RS2000 alloy bellhousing, which has provision for the starter motor on both sides.

The original gearbox crossmember can be used if it's turned through 180 degrees. The propshaft could be cut, shortened and welded, but our advice would be to buy a new one from the likes of Propshaft Services. Lastly, the Mk2 Cortina uses a hydraulic clutch set-up, whereas the Sierra is cable. To keep the hydraulic system, Retro Ford Limited can supply a concentric release bearing that will plumb up to the original system.

QUERY OF THE MONTH

availability is generally better and tracking down someone to set them up for you is simpler, mainly because most specialists keep Weber parts on the shelf, while they will have to order Dell'Orto parts in.

Having said that, DHLA parts (and indeed reconditioned carbs) are still readily available from Dell'Orto specialists and importers, Eurocarb Ltd, so if you're dead set on a pair, these are the guys to talk to.

Flat Battery

Q My Mk1 Escort seems to struggle to charge its battery, which is located in the boot, so much so that I constantly have to recharge it when not in use. If I drive it even briskly its charge levels drop right into the red until I slow down again. I'm guessing that my alternator simply can't cope, but is there a better charging alternator available from another Ford rather than getting one from a motorsport parts specialist? The engine

Right: Having a boot-mounted battery shouldn't cause any charging worries.

Here to help!

Problem with your classic Ford? Email your query to classicford.ed@kelsey.co.uk or write to us at the address on page 5.

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OUR CARS



For any unbelievers, the drift Capri is still in existence and ready for a final push to finish.



Top-quality underside guard.



Last bits of fab and we're getting there.



Recesses tunnels to house the exhausts.



Roll cage is OTT but with good reason.

Ade's Mk3 Capri

With the metalwork stage nearing completion, it's time to get high on the body protection products — project Drift Capri is back on course...



What's been done this month:

Final metalwork on the underside and cage, full underside media blast, any layers of protection applied to the underside

Next on the to-do list:

Powerdercoat the axle, get it rolling, take it to MJ Racing

Who we should contact:

Chizfab
01592 784513
www.chizfab.com

MJ Racing
01698 259737

Yes, it still does exist! I know it's been far too long in the making, but after a lengthy break work has started again on the drift Capri! There aren't going to be any unrealistic deadlines placed on it (which when missed kill everyone's enthusiasm), but instead I'll just make sure that work carries on at a steady rate, and the car is actually completed. I've owned it since 2003, and it's been off the road since 2009, so it would be madness to give up now.

The last time the car was in the mag the Capri was almost fully built up, but this was a mock build to sort out various custom fittings. This next step can seem a bit disheartening at first, as a bare shell makes things look even further off, but in reality it's a big jump towards our goal of a working drift Capri. Once fully stripped, Kyle had access to finish off essential last sections of the hugely-elaborate roll cage, and various details on the underside of the car. A pair of recessed tunnels for the twin pipes is a particular favourite, which will nicely keep the straight pipes out of harm's way.

When the welding was finished Kyle got to work on blasting all the surface rust from the underside. This was a comparatively undramatic job compared to a few years ago

when we watched on as the as-yet unwelded shell had massive chunks blasted off while it sat freshly-stripped on the top of a snowy hill.

Let's get chemical

After I stumped up a few hundred quid for materials, two coats of U-POL etch primer were applied to the entire underside. Next was a full two coat hit of MIPA filler primer and every seam sealed by hand. Then, as the Capri will be getting a hard life on the track (and I'm still insistent on the road, too), four bottles of extreme heavy-duty American RAPTOR pick-up bed stoneguard was mixed up and applied. To say this stuff is heavy-duty in both smell and resulting head spinning would be an understatement!

As the RAPTOR took four hours to cure, we left before the last stage, which was making it all pretty with many layers of base coat and laquer. A new look has been chosen, as the JPS black and gold livery has now been canned. It's staying secret for now, but we're starting with a good dose of an '80s Ford colour on the underside — Mercury Grey.

Next up will be getting the main drivetrain components powercoated, the shell rolling, the engine dropped in, and then taking it over to the renowned Alistair McMillan at MJ Racing for a gearbox conversion, and sorting out the bodywork.

It's all a mile off the original long forgotten schedule, but the main thing is that it is actually happening! **CF**



You can see where the months have gone.



Time to take a break from the fumes...

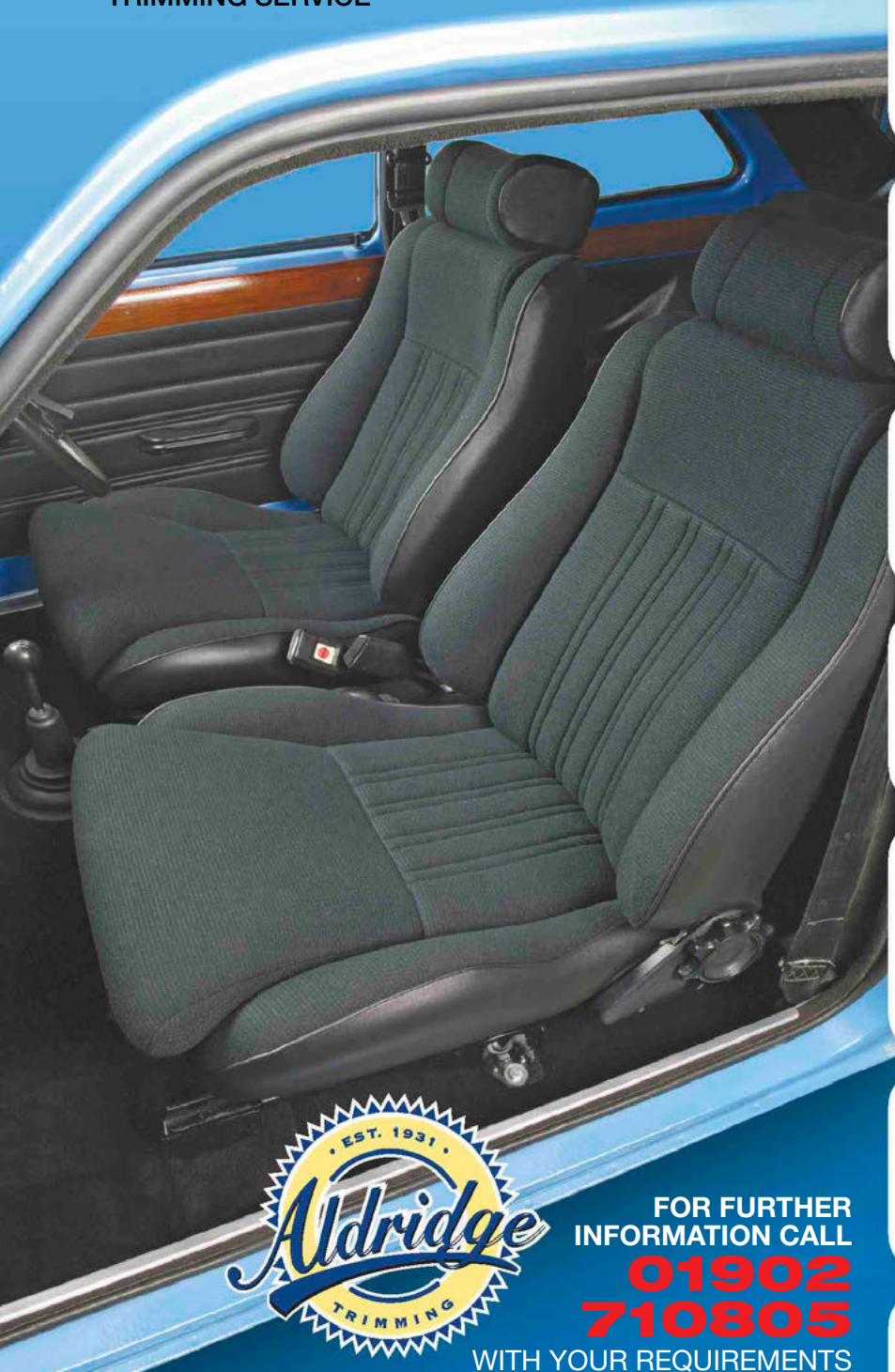
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DOOR
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MK I REAR
QUARTER
PANELS**



**ESCORT
MK II REAR
QUARTER
PANELS**



On test: GREASE GUNS

Five budget to top-spec guns put through their paces by our experts, but which comes out best in our test?

Words Gary Stretton **Photos** Michael Whitestone



Grease guns might not figure high on your list of prized tools, unless you use one to maintain a classic Ford fitted with multiple grease nipples. Although sealed for life ball-joints, track-rod ends and linkages have largely replaced the re-greasable types, many enthusiasts prefer the serviceable units.

So how different can grease guns be? Non-lever type guns require more muscle or two hands to use — great if you have ready access, less so if you simply want to lie on your back and grease a propshaft UJ, for example. The use of grease in cartridges makes for less messy, grease-saving usage. No more spooning the stuff in and out or the need for more than one grease gun. Grease guns can be fuss-free as our test set out to prove.

HOW WE TESTED

The pistol lever

Ergonomics count here, as does a design allowing single-handed use without the need for a Popeye bowl of spinach beforehand. The PSI ratings involved are high — with guns good for 3000-6000 psi.

Loading the grease

Whether cartridges are used or not, how easy is it to load up the grease without basting yourself?

Air pockets

Self-bleeding systems are preferred,

otherwise there's the possibility no grease is being administered, only air. Cartridges assist this function greatly. A time-saving desirable.

Size

Three of the guns tested were twice the size of the compact units. For DIY use this is less of an issue, perhaps, although confined areas use is limited.

Extensions

Are flexi-hoses and long/short extension pipes available?

Contact: www.silverlinetools.com

SILVERLINE LEVER ACTION

We say:

Suitable for 400g/500cc cartridge or bulk fill use, this entry-level gun works fine in spite of a lack of features. Comes complete with rigid and flexible tubes.

We like:

- ▲ Keen price.
- ▲ Cartridge capability.
- ▲ Two tubes included.

Also worth considering:

- ▼ No air bleed facility.
- ▼ Single tube outlet can restrict accessibility.
- ▼ Bulk filling prolonged due to the lack of an air bleed.
- ▼ Non-pistol design makes it two-handed only.

SCORE
5/10



£10.22



Contact: 03332 406406, www.axminster.co.uk

AXMINSTER STUBBY TRIGGER

We say:

This compact gun accepts an 85g cartridge or bulk fills to 120cc. Comes with a 100 mm extension tube. The bulk fill facility has no plunger ratchet, so it must be held steady by hand. 3500 psi working pressure.

We like:

- ▲ Compact design with comfortable ergonomics.
- ▲ Dual outlet positions.
- ▲ Extension tube included.

Also worth considering:

- ▼ No plunger ratchet for bulk fill.

SCORE
6/10



£9.20



LASER PRO LEVER/ PISTOL

We say:

Accepts standard 400g cartridges and bulk fill. This gun felt much larger than the other 400g guns and operates at 6000 psi. Single-hand use works well but beware the wide trigger action if you have smaller hands. Two-handed operation was effortless in lever or pistol operation. Complete with fixed and flexi tubes.

We like:

- ▲ Effortless grease delivery.
- ▲ Fast cartridge and bulk fill work thanks to bleed valve.
- ▲ Multiple outlets.

Also worth considering:

- ▼ It feels big to use, although the pistol action compensates.

SCORE
7/10



£45.22



Contact: 01926 815000,
www.lasertools.co.uk

DRAPER HEAVY DUTY

We say:

Suitable for 400g cartridge or bulk fill, this heavy duty gun performed without fuss. Self-priming thanks to the air bleeder valve and ready to go in seconds. Supplied with a rigid extension tube, others are available. Safe working pressure of 5000 psi.

We like:

- ▲ Air-bleed valve allows fast use.
- ▲ Multiple outlets for tube.
- ▲ Comfortable single-handed operation.
- ▲ Grippy handle surface coped well with our greasy gloves.

Also worth considering:

- ▼ Extension tubes available separately.



SCORE
8/10



£23.95



Contact: 02380 494333,
www.draper.co.uk

Contact: 0844 8801250, www.machinemart.co.uk

CLARKE CGG120 4PCE KIT

SCORE
9/10

BEST
BUY

We say:

A compact gun kit offering excellent value and ease of use. Includes three tubes – 9 inch flexible, 7 inch rigid and a 4.5 inch connector. Grease capacity 120cc using either a 3oz (85g) cartridge or bulk fill. Delivers 0.4cc of grease per stroke. Working pressure up to 10,000 psi.

We like:

- ▲ Easy fill from bulk as well as cartridge.
- No priming issues.
- ▲ No priming issues.
- ▲ Compact size perfect for occasional use.

Also worth considering:

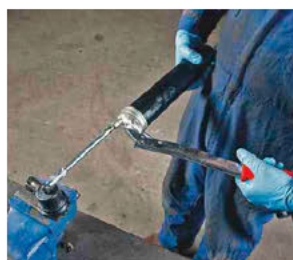
- ▼ 85g grease cartridges more expensive than 400g.



£13.19



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Front windscreen rubber	£26.94	Vinyl roof kit (incl. 2 litres adhesive)	£122.00	Rear screen rubber Mk4 only	£40.26	Front windscreen rubber	£46.16
Rear windscreen rubber	£26.94	Headlining	£120.00	Rear screen rubber, solid type	£47.40	Rear windscreen rubber	£34.50
Screen chrome trim	£7.20 (each)			Door seal Mk4	£37.54	Rear quarter window rubber	(each) £23.33
Rear quarter window rubbers	(pair) £35.00	Front screen rubber, solid type	£39.26	Door window channel	£10.24	Door seal, 2 door model	(each) £16.06
Door seal (2 door)	(each) £18.67	Door seal with moulded corners	£37.54	Door glass seals original moulded shape	(pair) £24.00	Door seal, 4 door model	(each) £16.06
Door seal (4 door) with moulded corners	£37.58	Tail gate seal	£19.80	Door glass seal fixing clip	£0.36	Door seal, fitted on door	(each) £8.87
Boot seal	£15.00	Door window channel	£12.30	Screen insert (chrome)	£9.00	Door glass seals	(each) £4.99
Door glass seal (original moulded shape)	(pair) £46.20	Door Glass Seal Internal	£7.50	Door seal	£19.80	Boot seal	£15.10
Door glass seal (interior)	(each) £5.00	Carpet Set (Capri 2)	£158.68	Rear quarter seals	£120.00	Carpet set	£201.61
Door Glass Seal Fixing Clip	(each) £0.36	Carpet Set (Capri 3) - Long Console	£174.24	Headlining	£120.00	Rear Quarter Light Seal	(each) £23.33
Window channel	£10.24	Rear quarter seals	(each) £12.13	Vinyl roof kit (incl. 2 litres adhesive)	£122.00		
Rear quarter chrome trim	£14.51	Screen Trim (Ext)	£10.82				
Headlining, moonstone, black or putty	£103.62	Screen Trim (Int)	£23.02				
Carpet set	£156.00						
Boot Mat	£70.00						
Vinyl roof kit (incl. 2 litres adhesive)	£122.00						
ESCORT MKII		CORTINA MKI		SIERRA		ZEPHYR/CONSUL II	
RS2000 - original solid rubber - front	£40.50	Front quarter seals (2 door)	(pair) £87.58	Door seal Mk1	£19.80	Front screen rubber (hi line)	£45.89
RS2000 - original solid rubber - rear	£40.50	Front windscreen rubber	£41.38	Door seal MkII	£25.66	Rear screen rubber (hi line)	£45.89
Front windscreen rubber	£40.00	Rear windscreen rubber	£47.62	Coupe Vinyl Roof Kit	£142.00	Front screen rubber (low line)	£46.80
Rear windscreen rubber	£41.48	Door seal, 2 door model	(each) £21.00	Door window channel	(each) £9.00	Rear screen rubber (low line)	£43.87
Screen trim (chrome or black)	(each) £7.20	Door seal, 4 door model	(each) £18.00	Door glass seal	£19.80	Door seal	£17.06
Rear quarter window rubbers	(pair) £37.54	Boot seal	£27.00	Bumper, self-adhesive trim	(each) £16.45	Door window channel	£12.00
Door seal with moulded corners	£37.54	Door window channel	£10.24	Carpet set	£192.95	Door shut coloured edge trim	£18.00
Boot seal each	£15.70	Door glass seal	(each) £4.99	Screen Trim (Ext)	£13.80	Headlining (low line and hi line)	£170.00
Door glass seal (exterior)	£7.80	Carpet set	£162.28	Screen Trim (Int)	£26.30	Carpet set	£179.12
Door glass seal fixing clip	£0.36	Lode Star Headlining	£150.00			Boot seal	£19.80
Door window channel	(each) £10.24	2 door models rear quarter rubber	(pair) £109.18				
Front Quarter Rubbers (2 door fixed)	£84.00						
Rear Quarter Trim (black or chrome)	£14.51						
Rear lamp seals	(each) £6.68						
Carpet set	£156.00						
Boot carpet	£55.00						
Vinyl roof kit (incl. 2 litres adhesive)	£122.00						
Headlining (black or putty)	£103.60						
ESCORT MKIII		CORTINA MKII		FIESTA		ZEPHYR/CONSUL III	
Front screen rubber	£40.07	Front windscreen rubber	£35.28	Front screen rubber	£33.11	Front screen rubber	£41.23
Rear screen rubber	£40.07	Rear windscreen rubber	£47.62	Door seal	£19.99	Rear screen rubber	£40.66
Front windscreen rubber	£40.07	Screen chrome trim	£7.20	Tailgate seal	£110.00	Rear screen rubber (Zodiac)	£45.89
Door glass seal	£19.99	Door seal, 2 door model	(each) £34.20	Carpet set	£156.00	Door seal	£20.06
Tailgate seal	£19.80	Door seal, 4 door model	(each) £29.93	Door glass seal	£19.99	Boot seal	£19.80
Carpet set	£162.62	Door glass seal (exterior)	£9.00	Rear opening quarter glass seal	(each) £18.72	Door window channel	£12.00
Headlining	£103.60	Door glass seal fixing clips	£0.54	Bonnet seal	£9.90	Headlining	£170.00
Door seal	(each) £18.50	Door shut edge trim	£20.86	Carpet set	£122.14	Carpet set	£186.29
Cabriolet boot seal Mk3/4	£15.00	Boot seal (original pattern)	£23.88	Headlining	£120.00	Door Glass Seal	£7.80
Window Channel	(each) £26.05	Carpet set	£166.27	Lode Star Headlining	£120.00		
Rear Quarter Window Rubbers (pair)	£55.00	Headlining (off white or putty)	£150.00	Rear Quarter Light Seals Fixed	(pair) £35.00		
CAPRI MKI		Vinyl roof kit (incl. 2 litres adhesive)	£122.00				
Front windscreen rubber	£40.00	2 door models rear quarter rubber	(pair) £101.25				
Rear windscreen rubber	£51.80						
Screen chrome trim	(each) £7.20						
Door seal (with moulded corners)	£37.54						
Door window channel	(each) £12.30						
Door glass seal	(each) £8.40						
Boot seal	£15.00						
Rear opening quarter glass seal	(each) £8.87						
Rear Gutter Trim (Chrome)	£14.51						
CAPRI MKII							
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Rear screen rubber	£40.00						
Screen chrome trim	(each) £7.20						
Door seal (with moulded corners)	£37.54						
Door window channel	(each) £12.30						
Door glass seal	(each) £8.40						
Boot seal	£15.00						
Rear opening quarter glass seal	(each) £8.87						
Rear Gutter Trim (Chrome)	£14.51						

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Go on, son.

RACE RETRO 2015

CONTACT
Race Retro
www.raceretro.com

As a celebration of all things historic and motorsport, Race Retro is hard to beat!

Photos Chris Dickinson, Race Retro

Held at the end of February at the Royal Agricultural Showground at Stoneleigh, Warwickshire, Race Retro's winning formula consists of the best retro race cars and associated specialists over three halls, a substantial autojumble, a live rally stage and an unbeatable ability to draw the great and the good from the world of motorsport. And while there were celebrations galore at this year's Race Retro, it was rally legend Ari Vatanen who stole the show, spending hour after hour chatting to thousands of fans and signing autographs and memorabilia.

There were visits from other motorsport heroes over the three-day show including rallying heroes Jimmy McRae, Russell Brookes, Dai LLeWellen, and Bill Gwynne, plus former Top Gear stars Tony Mason and Steve Berry, plus Race Retro favourites Win Percy, Barrie Whizzo Williams and Willy Cave.

With over 29,000 visitors over three days, the show was buzzing and there was plenty on offer to keep the punters happy, and the Blue Oval's continuing influence on motorsport was plain to see — from Brian Betteridge's hard as nails Escort RS1700T to the beautifully prepared



Brian Betteridge's RS1700T is just sublime.

notchback Mustang on the Classic Outback Trail stand. But what makes it one of the best events in the UK is the live rally stage they put on, perhaps the best opportunity to see Group B and Group 2 rally cars used in anger. So it was that we found ourselves watching Montecort's ex-works RS1800 scampering away from a rip-snorting, unwieldy short Quattro, with a Mk1 Mexico bobbing along in its wake. You don't need us to tell you how spectacular a sight that is, and if you're a rally geek, you should make sure you attend next year. Here are some of our favourite photos from the weekend.



Group A Sierra is a sight for sore eyes.



Three generations of RS finery.



Lotus Cortina flies the flag for '60s Fords.



Autojumble and trade stalls were the perfect place to pick up some goodies.



"WHAT MAKES RACE RETRO ONE OF THE BEST EVENTS IS THE LIVE RALLY STAGE"



Great to see Sierras back out rallying again.



Ari Vatanen was star of the show.



Millington inside.



Live Rally Stage was perfect classic Ford territory.



SHELL



"WE SETTLED ON £600 FOR THE WRECK, WHICH WAS PRETTY MUCH WHAT MY DAD HAD PAID FOR THE CAR 18 YEARS EARLIER"

SEEKER

You never forget your first car — just ask John Peatman who managed to track his ex-Shellsport Escort Mexico down, buy it back, and give it the authentic rebuild it always deserved.

Words Marc Stretton Photos Chris Wallbank



Back in 1985, when John Peatman sold a tired old Mk1 Escort to a friend, he had no idea he was getting rid of a historically-significant, ex-racecar — one of the Shell Sport Mexicos that had competed in celebrity driver races in 1974 and 1975. Luckily, not one of the three subsequent owners spotted RHK 901M's star-studded status either, and he was able to buy it back in 1998. By that time the car was a total wreck and needed a massive restoration carrying out, but John was determined that one day he'd get the Mexico back in to shape and looking just like it had in 1975 when last raced at Brands Hatch.

"I first owned RHK 901M in 1980," John begins, "Though it came to me as sort of a second-best choice. When I was a kid in the early '70s a couple of neighbours, Ben Wood and Dennis Hargreaves, ran Escorts, which I dreamed of owning. Also, our family used go to Skegness on holiday and I'd go to the local Ford garage as it was an RS dealer, too. I always told everyone I'd have one of the blue-on-blue RS2000s one day, and for my 18th birthday, dad — who spoils me a bit as I was his youngest — lined up a viewing of just such a car. It was perfect, so we agreed to buy it and set off to the bank to get the money. But on the way back, the same RS passed us going the other way and when we arrived at the seller's place, sure enough he'd sold it to someone else! I was gutted."

"A look through the Nottingham Evening Post turned up a couple more possibilities for my 18th birthday present," John continues. "Another RS was viewed, but was no good and then there was RHK 901M, a six-year old Mexico rally-spec car in white, green and yellow, that was a bit shabby, but basically solid. The seller did mention something about the car having motorsport history, but didn't give any detail. All I wanted was an Escort, and after a

test drive this was the one I had to have. As 901M was cheaper than the RS would have been, dad said the money saved could go on repairs and a respray, so before long the car was looking excellent in a new Radiant Red paintjob," John says. "And for the next five years the Mexico was my pride and joy. I courted my wife in it, and we drove on holiday trips to Europe in the car."

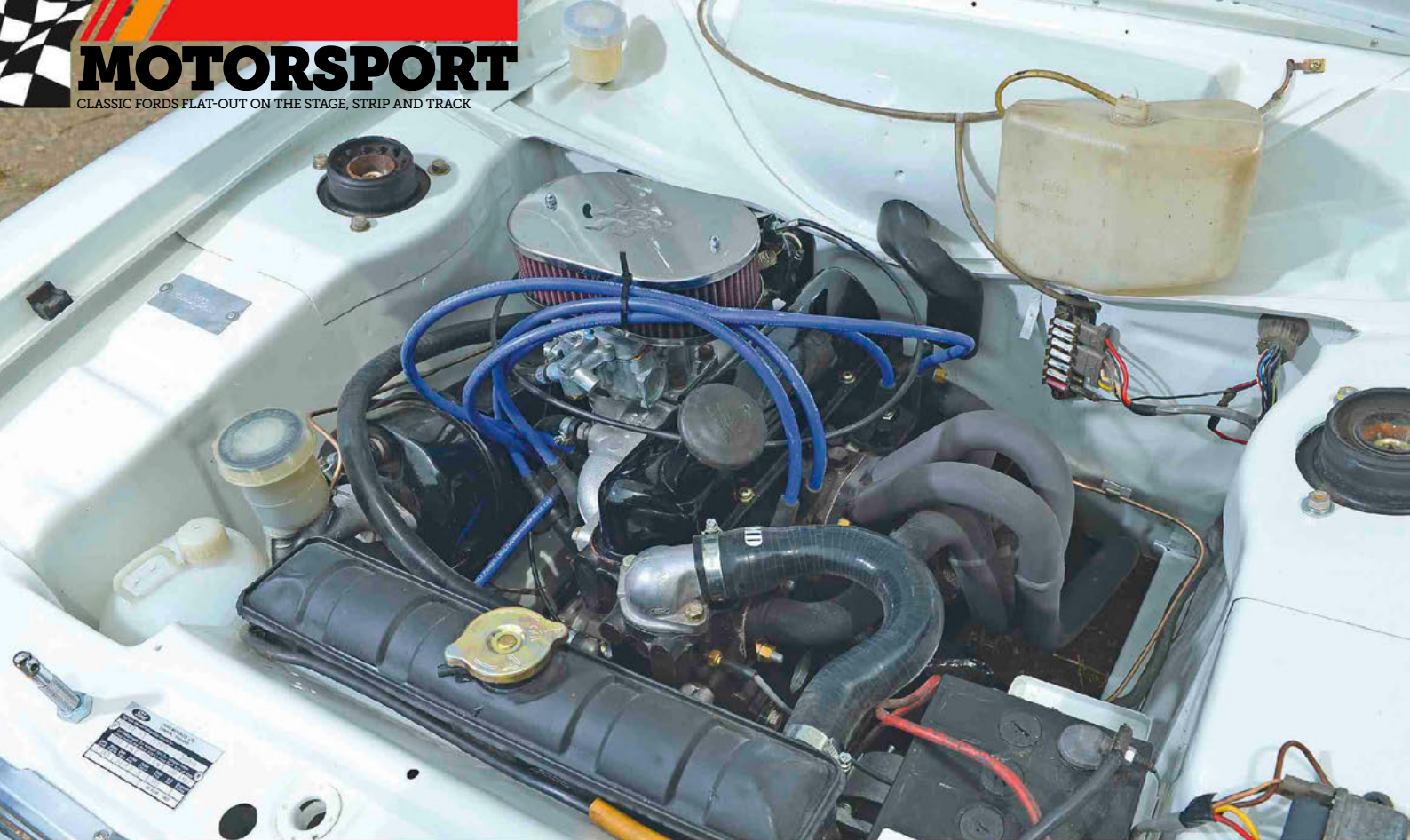
All change

"In 1995, though, it was time to buy a house and reluctantly my time with the Escort had to come to an end. I sold it to a friend, but made sure he understood that I'd like first refusal if he ever decided to get rid of it. He agreed, and sure enough a couple of years later I found out he'd sold my car to another of our friends! I wasn't happy, but made sure that the new owner knew of my interest, should he want to sell it one day."

"That next owner ran the Mexico until 1990, by which time it was showing its age, and the car was parked up. I tried a few times to buy my Escort back over the years and then in 1997 it disappeared once more... and I found out it had been sold behind my back again."

"When the latest owner took the Escort for an MoT, however," John says, "it failed on a shopping list and that gave me my chance. After some negotiating over the next year or so, I finally persuaded him to sell me back my Mex. We settled on £600 for the wreck, which was pretty much what dad had paid for it as a decent roadworthy car back 18 years earlier."

"My plan was not to dive straight in with the Mexico's restoration," John says, "but to take my time searching out all the parts and panels required to do the job properly before beginning. Admittedly, I never expected it to be more than 10 years before the time was finally right, but in those years I visited a massive amount of shows →



Safety Devices cage is one of the few modern touches.



John has the choice of standard or period race seats.



RESTO LOG

It may have had a star-studded history, but John's Mexico rusted just as badly as any other, and by the late '90s was in a very poor state indeed. Time to get the welder out, then...



RHK 901M doing what it was built for — taking part in a Shellsport Mexico race at Brands Hatch in 1974.



Six years later, the Mexico was in 18-year-old John's hands, complete with a fresh respray in Radiant Red.



1600 Crossflow has been rebuilt and blueprinted.



Fast-forward 30 years and time had taken its toll on the Mk1. Here the shell has been stripped prior to...



A full body rebuild courtesy of Andrew Stapley. Just seven weeks later this was a complete shell again.



John wanted to reuse as many of the original parts as possible, refurbishing them where necessary.



"DESPITE A LOT OF THE STEEL IN THE CAR BEING NEW, I KNOW THERE'S SOME ORIGINAL '70S METAL LEFT IN IT"



Shellsport cars had to be showroom-spec so would have raced fully-trimmed.



Very few of us get the chance to buy back our first car, but John struck gold when he found his again.

and autojumbles collecting anything Mk1 Mexico I could get my hands on."

History revealed

"It was during this time I started realising just how special my car was too, after dad did some research on that 'motorsport history' claim. Through the AVO Owners' Club (www.avoclub.com) I was put onto LAT Photographic, who sent us some photos of RHK 901M racing with all the other RHK-registered Mexicos, and slowly, we put together a picture of what I actually owned.

"Later research would show that my car was driven by racing drivers, Tony Tucker and David Purley, plus Dutch motorcycling champion, Cees van Dongen in the Shellsport series that saw racing drivers and celebrities like Noel Edmonds take each other on in virtually showroom-spec Mexicos.

"This new-found knowledge, spurred me on to get the project started, and eventually in 2010, I had the time and money to go for it," John says. "Although I run my own car parts and repair business, I realised getting what was a very rotten Escort shell back in one piece was a specialist job, and Andy Stapley Motorsport were recommended as the place to go to by members of the AVO club — fitting perhaps, as their workshop is in sight of Brands Hatch. "

"Just seven weeks later I received back a complete and perfect Mk1 shell that had received a complete front-end, chassis rails from end-to-end of the car, brand-new floors, inner and outer sills, rear quarters and rear end panels. Even the roof was repannedled, as I'd stupidly put a sunroof in it about 1982," John admits. "The amount of work done was immense," he adds, "but with use of plenty of bracing and body positioning jigs, the final result was spot on. Many have asked why

I didn't go for a reshell, but despite a lot the steel in the car being new, I know there's some original '70s metal left in it and it wouldn't feel as genuine as it still does now if I'd gone the easier route."

Friends indeed

Work and family commitments would mean it would be another two years before John got round to painting the restored shell, which he did himself with help from his mate, Rodders The Ferret. Along with Rodders and friends, John Seth and Paul Bint, the Mexico slowly came together over the next two years, with as many of the original parts being used as possible, including the all-important 1600 Crossflow that was rebuilt with new 1300 pistons and blueprinted. What couldn't be reused was replaced with brand-new period items to the exact spec as the Mexico would have run in the Shellsport races.





It's been a long time coming, but John finally has the Mexico back on the road and in its original livery.



No, we don't remember Silabel cassettes, either!

"Luckily, I was sensible enough to put all of the original race switchgear and specific parts away in the loft back when I first owned the car," John says, "So they went back in again along with the original rear seats and some period racing front seats I managed to find."

"The only real departure from how this car was when raced is the modern Safety Devices cage and Yokohama tyres, as the Avons it would have run are no longer available."

"With a big push to finish the Escort for the Lakes Tour in 2014 — a deadline that was missed by just one week — RHK 901M finally made its debut back on the scene at AVO Day in May," John says. "The car's reception throughout the shows has been excellent," he adds, "but my one regret is that my dad who bought me the car and encouraged me at the beginning of the restoration, died before the build was finished. The finished Mexico is my tribute to him, as I know he'd have loved it." **CF**

"THE FINISHED MEXICO IS A TRIBUTE TO MY DAD WHO FIRST BOUGHT ME THE CAR. I KNOW HE'D HAVE LOVED IT"



Cal Withers of Withers Of Winsford fame was able to supply John with an original Shellsport decal, and the rest were expertly recreated by a local vinyl specialist.

Tech Spec

Body

1974 Mk1 Escort Mexico, extensively restored by Andy Stapley Motorsport. **Paint:** Diamond White, Shellsport Mexico decals

Engine

Blueprinted 1600cc Crossflow with 1300E pistons, twin-choke Weber, custom four-branch manifold and race exhaust system

Transmission

Standard Mexico four-speed gear box, prop and axle, 8.5 inch clutch

Suspension

Standard Mexico set-up with uprated Bilstein dampers all round

Brakes

Standard Mexico callipers front and drums at back, uprated pads

Wheels And Tyres

RS four-spoke alloys, with Yokohama 185/70R13 tyres

Interior

Period racing seats, Britax harnesses, Safety Devices cage, electric cut-off, extra race switchgear, Springalex steering wheel

Thanks

Dad, Rodders the Ferret, John Seth, Paul Bint and Chesney with help through the restoration and piss-taking encouragement when the project got slow; AVO club members, especially Russ Pemberton and Andy Percival; Cal Withers, who supplied a genuine Shellsport side decal, and The Image Works (www.the-image-works.co.uk), for remaking the rest; Andy Stapley Motorsport (07974 150380) for incredible bodywork skills



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RAC RALLY CHAMPIONSHIP

Challenging conditions didn't stop the Escorts from coming out top on this year's Mid Wales Stages.

Round 4: Mid Wales Stages, March 1

Words and Photos Paul Lawrence

Grahame Standen and Jane Edgington from Tonbridge in Kent were the major victors on the second round of the West Wales Rally Spares RAC Rally Championship — the Viking Motorsport/Links Electrical Mid Wales Stages.

Standen and Edgington turned in a superb performance to finishing leading historic runners in their bright yellow 1600cc Ford Escort Mk2.

The Mid Wales Stages was the second round of the RAC Championship season and attracted a number of crews making their 2015 debut. Great credit is due to all the marshals and officials out on the stages for keeping the event running smoothly in challenging weather conditions.

On a day when slippery stages and the occasional blizzard delivered a real challenge for the crews — the Mk2 Escort of Phil Burton and Mal Capstick slid off in

Above: Malcolm Bayliss splashes down, literally, on the Mid Wales Stages.

Hafren and got beached. Burton and Capstick had set a mighty pace among the Open cars to take a big lead after two stages despite this being his first experience of these stages. However, in the 16-mile Hafren stage, he slid off the road and the car stuck with all four wheels spinning in the air, so any chance of a good result was gone. Burton eventually got going again with the help of some other crews and made it to the finish.

A great start for Phil Burton and Mal Capstick sadly didn't last as they beached the Mk2 on the 16-mile Hafren stage.



Barry Wheeler's Castrol-liveried Mk2 makes the most of the loose surfaces.



WHERE TO WATCH

THE RAC CALENDAR

Now in its third year, the RAC Rally Championship attracts top cars and drivers to the forest and gravel-based series, with classic Fords in abundance. The core of the championship are the historic Categories One (pre-1968 cars), Two (pre-1975) and Three (pre-1982), plus the Open Category for pre-1987 two-wheel-drive cars.

You can watch the action at the following rounds, or catch up after the rallies with full coverage on Motors TV and via the iRally app, or for the latest news go to: www.racrallychamp.org.

Round 3

April 25 – Pirelli Rally

Round 4

May 30 – Severn Valley Stages

Round 5

June 13 – Carlisle Stages

Round 6

July 26 – Harry Flatters

Round 7

August 15 – Neath Valley Stages

There was also misfortune for Barry Stevenson-Wheeler and John Pickavance in their Castrol-liveried Mk2 Escort. They lost over four minutes off the road in the Hafren stage and then had to finish the final stage with a puncture.

Standen, meanwhile, was one of the stars of the rally with his pace in the 1600cc car and he finished ahead of the more powerful Category 3 Escort Mk2s of James Potter and Bob Duck, and Leigh Armstrong

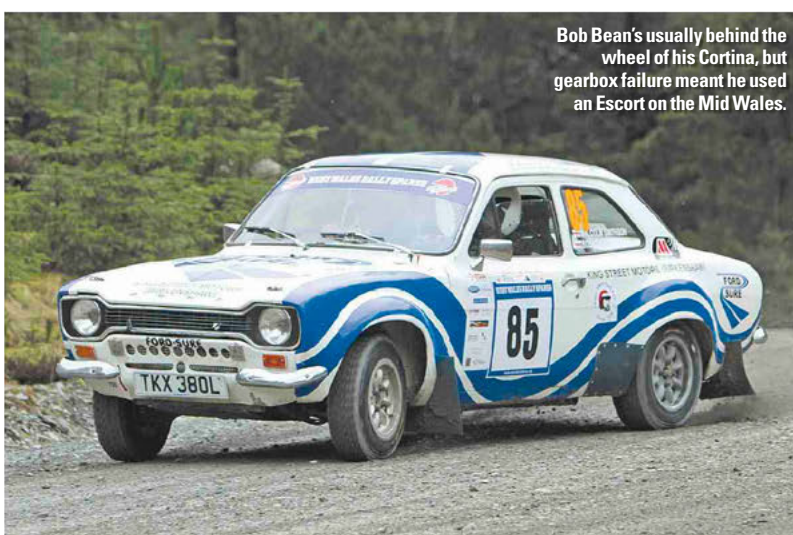
Grahame Standen and Jane Edgington slide their way to victory on Round 2.

and Chris Armstrong. Once again, Standen's self-prepared car ran faultlessly. Potter, meanwhile, was just pleased to get his rebuilt car to the finish on its first run after a major accident on the Trackrod Rally last September.

Other RAC category winners were Gwilym Roberts and Don James (Lotus Cortina) in Category 1 and Bob Bean and Malcolm Smithson (Mk1 Escort) in Category 2. Bean made a late change of car

after his Lotus Cortina was sidelined by gearbox failure on the previous weekend's Riponian Rally. Roberts, meanwhile, had a big early drama when the wheel nuts sheared and his Cortina lost a wheel. Fortunately, while a spectator retrieved the wheel from a river, the driver found some spare wheel nuts.

The Mid Wales Stages was organised by Newtown & District Automobile Club. Full results at www.amcrallyresults.co.uk. **CF**



Bob Bean's usually behind the wheel of his Cortina, but gearbox failure meant he used an Escort on the Mid Wales.

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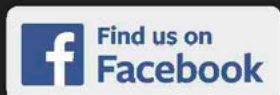
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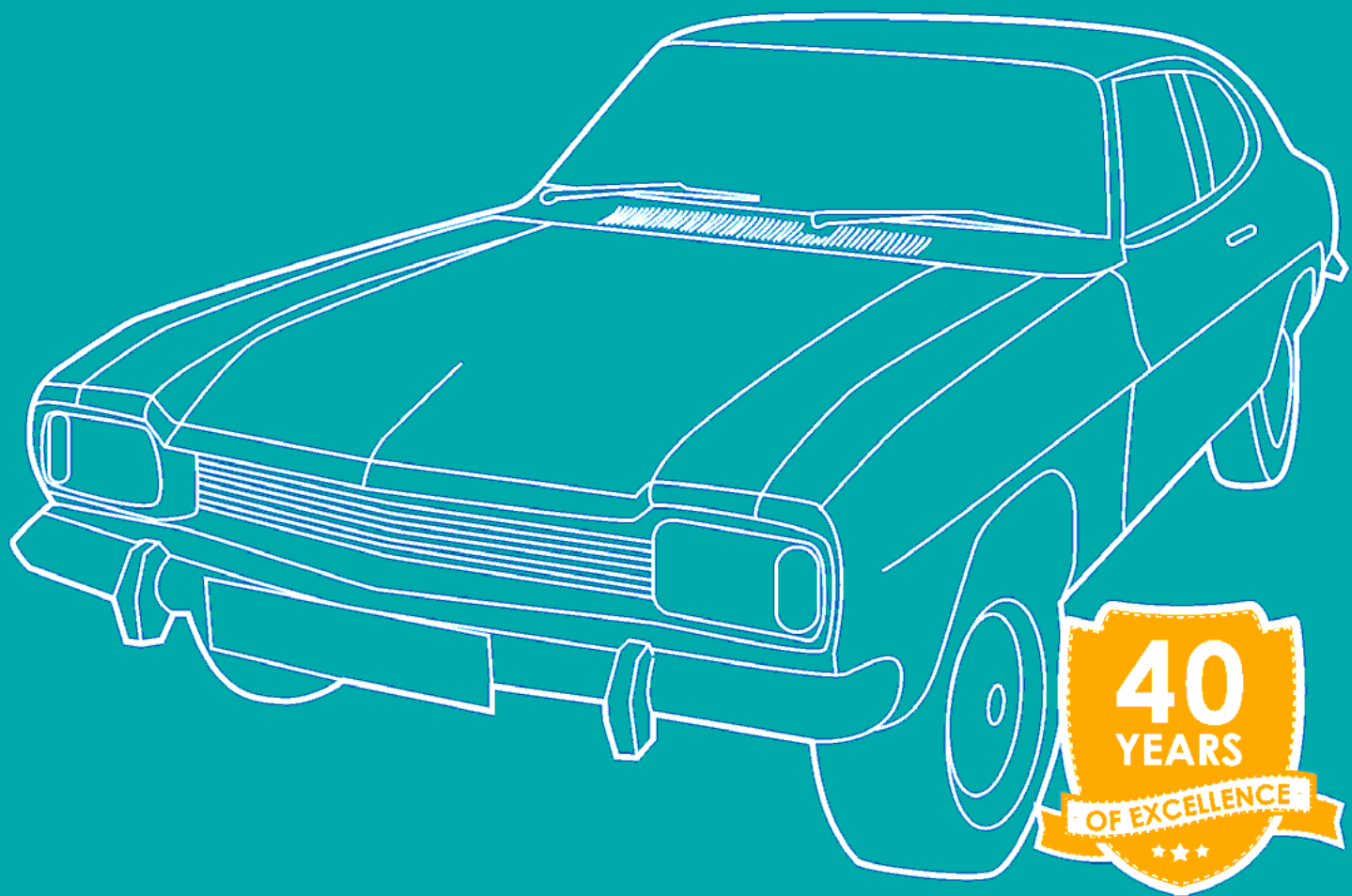
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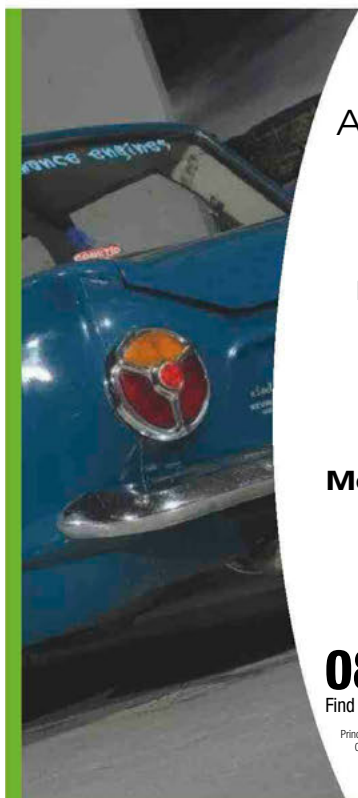
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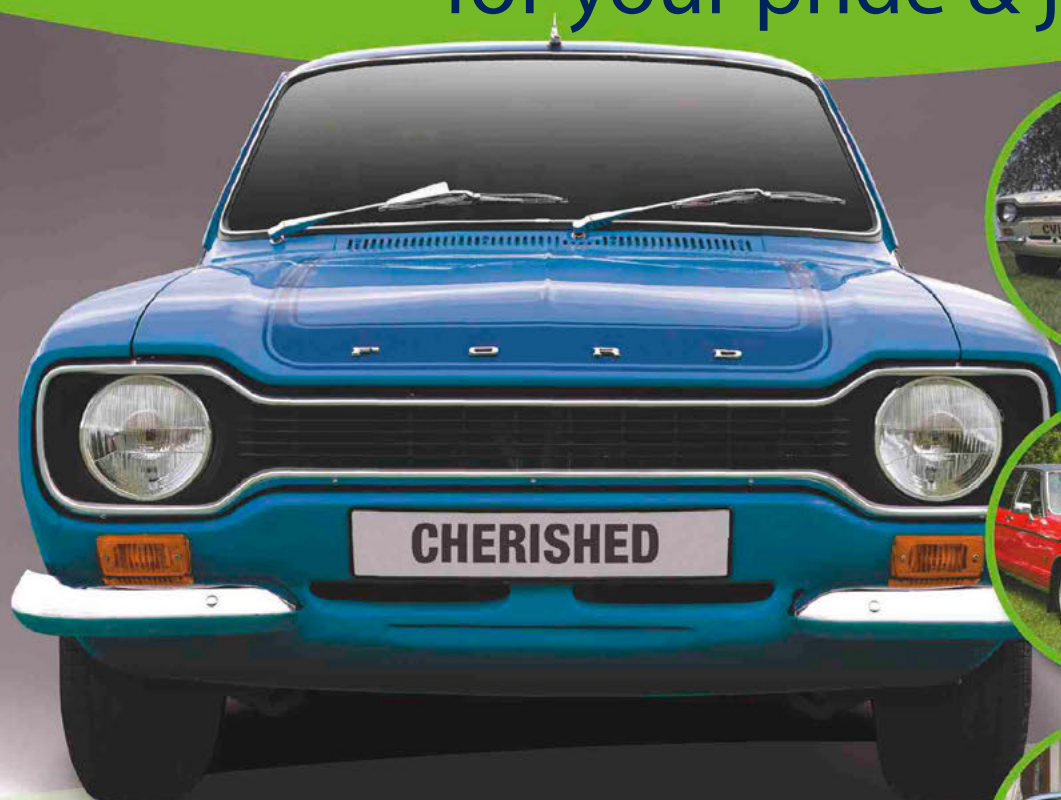
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BUYER'S GUIDE

ZEPHYR AND ZODIAC MK2

The second-generation Z-cars weren't just an exercise in style modernisation.

Words Christian Tilbury **Photos** Adrian Brannan

Come the February 1956 unveiling of the Mk2 Consul, Zephyr and Zodiac, it was clear that curves were out and crisp lines were in at Ford's design studio. The traditional, slightly rounded profile of the Mk1 had given way to a much sharper design that had been expertly penned by chief stylist Colin Neale and his talented team, the striking range being christened the 'Three Graces' in homage to its elegant appearance.

Straight, clean lines fused with rear wing fins and a wraparound rear window were pure Americana, but Ford limited the transatlantic influence to the perfectly balanced styling, staying loyal to the formula which made the original Consul, Zephyr and Zodiac such a hit with UK car buyers.

Spacious, reliable and good value motoring was the legacy of the Mk1 and the Mk2 continued to serve it up in bucket loads, proving it was far from a case of form over

function. As before, the entry-level Consul ran with a four-cylinder motor, but for those that wanted the go to complement the model's new-found show, there were once again six-cylinder Zephyr and Zodiac variants.

The straight-six engine wasn't just carried over from the Mk1 either. A modest increase in bore and stroke stretched it out to 2553cc and there was a revised cylinder head too. A wider track, optimised weight distribution and

fine tuning of the rear suspension meant the six-cylinder bruisers could handle too, while the later revision to recirculating ball steering and the availability of disc brakes in 1960 enhanced the drive further still.

Extra bling and a £97 premium differentiated the flagship Zodiac from the Zephyr, both models proving immensely popular. Running changes like the aforementioned disc brakes, sealed beam headlights and overdrive on manual cars kept the range fresh, but the most notable change was the introduction of Lowline cars in 1958 with a 44 mm lower roofline together with trim and instrumentation upgrades.

So complete was the six-cylinder Mk2 range that few of its so-called rivals even came close and, if you're in the market for a stylish yet affordable '60s saloon, that still rings true today. They're never going to get cheaper though, and with the ever-increasing following quickly snapping up cars, if you want to grab some Zs then now's the time to make sure you don't get caught napping.



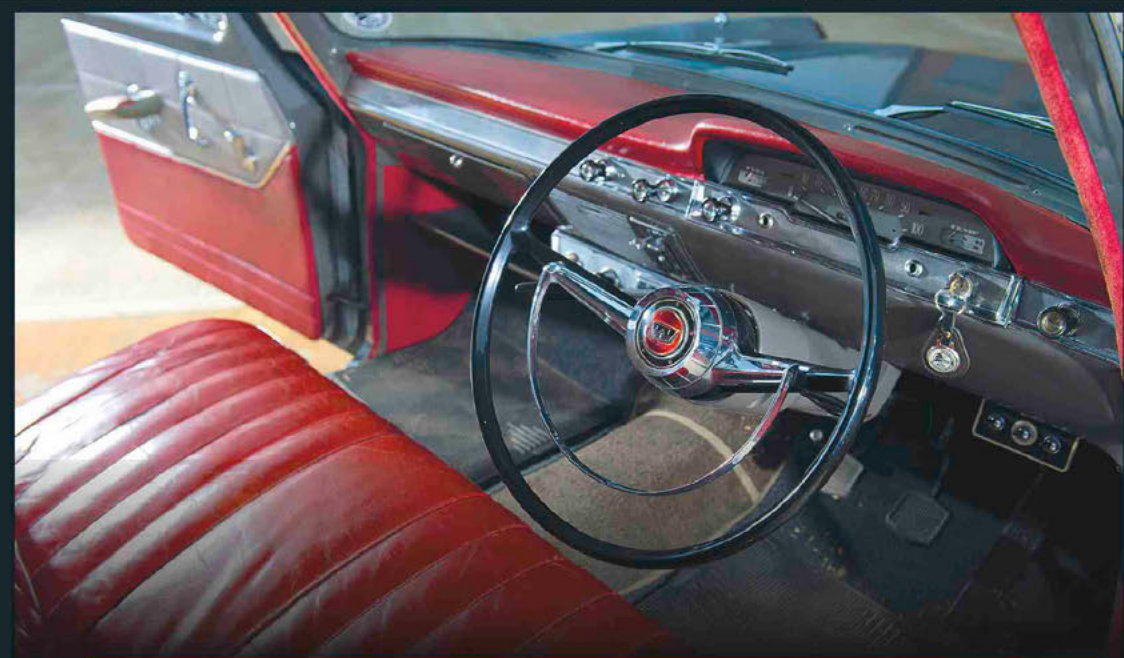
"THE STYLISH RANGE WAS CHRISTENED 'THREE GRACES' IN HOMAGE TO ITS ELEGANT APPEARANCE"

THE OWNER

Graham Martin

Graham Martin might have over 30 classics at his disposal including a peach of a Mk1 Zephyr and a 6,000-miles-from-new Capri 2.8i Special, but it's the keys to this 1961 Lowline Zodiac that he's always reaching for. His fondness for the two-tone saloon is understandable, the four-owner car having never seen a welder and is completely untouched aside from a repaint. Bought by Graham and his co-owner brother David (below) back in 2010, he admits that they "paid way too much," for the Zodiac but had to have it as finding another like it would be near impossible.

"We've done a couple of small details to it and it's now a regular show winner, usually picking up a couple of trophies every year," says Graham. "My brother prefers our export two-door 1600E, but this is definitely one of my favourites."



INTERIOR

Seats need to be serviceable as while reproduction covers are available, second-hand benches are scarce. Look for the front one sagging on the driver's side and a sandy, grainy substance on the floor — it's the foam support crumbling away. The standard vinyl has a tendency to rot,

although it's longer-lasting than the optional leather that shrinks and splits over time. Tired headlinings, door panels and carpets can all be replaced with quality reproduction items, but these don't come cheap at circa £200 each. The PVC dash top is also prone to cracking.

ELECTRICS

Lucas and Smiths kit is reliable, most problems arising from poor earths and corroded connections. Front lights can play up due to water seeping in through the sidelights, while charging problems are usually down to a tired generator or, more likely, the voltage regulator box playing up.

BRAKES

Stood cars present the most problems, wheel cylinders often seizing and discs suffering deep pitting. Rear wheel cylinders also suffer issues with the drum's sliding mechanism, an inefficient handbrake being the usual symptom, but reproduction ones are available. NOS discs are rare and it's becoming common to adapt Capri discs. Bleeding can be difficult with all examples — especially with disc-equipped cars — and if the later cars are using fluid with no signs of it escaping then chances are it's being pumped into the servo.



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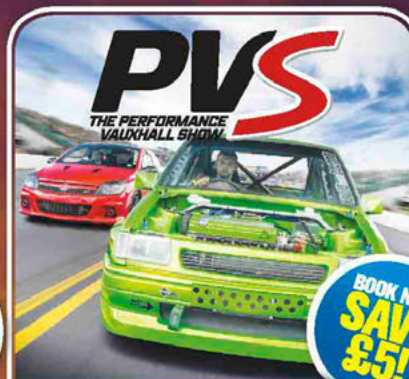
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BODYWORK

Structural rust is commonly found in the three-piece sills, jacking points, outriggers, chassis rails and the floor. Additional, out of view rust spots include the strut towers, rear wheel tubs and inner wings. More visible rust occurs around the headlight and lower rear section of the wings, rear wheelarches, door bottoms, windscreen surround and the roof gutters. Repair sections are available but the likes of good, second-hand panels are rare and costly — reckon on about £400 for a wing. A lot of reproduction brightwork is available, although bits for the rarer Highline like the grille and chrome below the rear lights are very scarce.

GEARBOX

Jumping out of second and into neutral on the overrun and very noisy operation are both bad signs, the latter pointing to a worn layshaft. Selection problems usually stem from the changing linkages locking up, while selection issues with the optional BorgWarner overdrive are often down to owners trying to use it on second gear and the action damaging the mainshaft's front end spigot. Decent reconditioned clutches are increasingly hard to find and although a bit of whine from the rear end isn't a big worry, do look for oil leaks around the differential casing.

"SECOND-HAND PANELS CAN BE RARE AND COSTLY: RECKON ON AROUND £400 FOR A WING"



STEERING & SUSPENSION

Sagging rear springs can be re-tempered but restoring the front suspension is a little more complex, new inserts being unobtainable and the lower spring seat often rotting out. The strut's rubber support in the top mount is also susceptible to advanced wear, vague handling being the usual sign. Steering boxes vary from car to car — there were three types during production — but all are interchangeable. Running on radial tyres can cause any type to crack on their lower mounts and all can develop MoT-failing levels of play, although in most cases it can be adjusted out by removing shims in the box. Tired idlers can also be patched up with adjustment but replacement is the only permanent fix.

ENGINE



Blue smoke, knocking and heavy breathing are all signs of advanced engine wear. Timing chains can get rattly but more of a problem is an overly noisy top end, the heavy tapping being a tell-tale of oil-starved rocker gear and replacement rocker shafts being unavailable. Cars left standing can leak oil from the rope-type rear

crankshaft seal and while rough idling and running could be a sign of wear in the Zenith carburettor's throttle spindle, it could also be down to a failing head gasket. Look for the other symptoms — overheating, white smoke and emulsified oil on the filler cap — as the cooling system can be marginal.



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Engine

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Power: 86 bhp @ 4200 rpm, 136 lb.ft torque @ 2000 rpm

Gearbox

Three-speed manual, synchromesh on second and top gears

Suspension

Front: MacPherson struts, anti-roll bar

Rear: Half-elliptic leaf springs, lever arm dampers

Steering

Worm and peg

Brakes

Girling hydraulic

Front: 9 inch discs

Rear: 9 inch drums

Wheels and tyres

4.5Jx13 inch steel wheels, 6.40-13 tyres

Performance

Maximum speed: 84 mph

0-60 mph: 17.9 seconds

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CAPRI
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Thanks

Kevin Dipchan of ZMS, Graham and David Martin



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CAPRI GHIA 3.0 L ESSEX



1979, £2,750. Full stainless steel exhaust (sounds amazing) new gearbox. Starts runs stops as it should. Needs some welding on A posts and floor pan. laquere peeling and some rust bubbles on boot and front wing corners. Lincolnshire. 07898 212814 (HP)

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1971, £6,950. All original, full nut and bolt restoration completed 2010. 90% Concourse condition. Drives beautifully and mechanically sound. Original interior and Kent Crossflow engine. New interior & boot carpets. Johannesburg, South Africa. +27 84 400 2652 (JW)

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1987, £950. White, ideal restoration project, garage stored for the last six years, various spares including both front wings, new and refurbished alloy wheels. London. 07774 936592

CONSUL

CONSUL MK1

1955, £2,600. Very reliable and in great condition. Drives extremely well. Lots of old MoTs. Lots of spares. 5 new tyres. If your looking for a Consul, this one must be seen. Call for details. Ready to use as daily driver or shows this summer. Essex. 07894 523645 (PB)

CONSUL MK2 ESTATE



1962, 83,000 miles, £5,950. Extremely rare car. New MoT. Drives great. Has had a poor quality respray which needs doing again properly. Lack of garage forces reluctant sale. East Sussex. 07836 251000 (JW)

CORTINA

CORTINA



1971, 88,000 miles, £5,500. 2 door. 2L pinto 5 speed gearbox short shift. Black Leather interior Up rated springs. KN air filter. 4 branch sport exhaust manifold. Free road Tax. Mot until Sept 2015. Twin choke webbers. New exhusht with cherrybomber back box. With original wheels on the car but also car comes with black 17inch alloys. Lancashire. 07583 440229 (HP)

CORTINA MK 1

1964, £4,000. Soft top. Automatic. Fully resprayed, undersealed. Engine, gearbox, brakes fully overhauled. Webasto roof. Wire wheels with adapters. Unfinished project, all parts there. No time to finish. Dark blue in colour. Waterford (Ireland). 35387 9444661 (PB)

CORTINA MK1



1964, £POA. For restoration, good solid underside, nice clean interior, its the 1.5 pre crossflow engine, wooler gearshifter, wellerwheels, front disc brake conversion, Tax exempt, 4 door, engine turns freely so theres no reason why it wouldn't start. Transport can be arranged. Message me for a price. 07581 876293

COUGAR

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94,000 miles, £950.00 ono. Black Leather, Sunroof. Climate Air Con. Alloys, heated seats, central locking, electric windows, electric seats, cruise control, side airbags, power steering, eight service stamps, lots of paperwork, old MoT's etc. Will have new MoT. Mid Wales. 01686 430774 (JW)

ESCORT

ESCORT



1998, 97,100 miles, £800 ono. 1.8 Si. The car is in outstanding condition inside and out and drives brilliantly. Strong Zetec Engine, electric windows, power steering, sun roof, alloys etc. West Midlands. 07835 284593 or 02476 597470 (HP)

ESCORT COSWORTH



1996, £24,000 ono. Small turbo model. Extremely rare & very much sort after auralis blue. Lux model & therefor has the rear opening windows, electric windows, mirrors and sunroof, 16" alloy wheels etc. The car just had full service & recommission. Wales. 07456 615884 (HP)

ESCORT FINESSE



58,300 miles, £499. Mot 18th December. Excellent 1.6 litre petrol engine, 5 speed manual gearbox, runner. Excellent driver. Excellent condition for the year of the car. C/locking with 3x keys, e/windows, cd/player, drivers airbag, alloy wheels, p/steering, grey velour interior. London. 07950 338064 (HP)

ESCORT MK2



£3,250 ovno. 1.6 711 Block Hi Lift Cam, 3ltr Weber 2000E Box, 2.8 Caliper + Discs, 9in Rear Drums, Single Piece Prop, MoT Until Dec 15. Central Scotland. 01506 827677 (JW)

ESCORT MK5 1.8D

1991, 39,000 miles, £850. 3 door. Mint condition. 1 previous owner. Economical, reliable. New timing belts, water p/p, exhaust, battery, brakes all round. MoT May 2015, but will MoT for 12 months with sale. South Yorkshire. 07511 380042 (PB)

ESCORT RS TURBO



1989, £3,500. Beautiful car, MoT Aug, very fast, alloys, sunroof, lsd, prices rising, so please be quick. 07740 093058 (JW)

ESCORT SALOON



1996, 67,000 miles, £395 ono. Special Edition 'Masquerade' 1600cc Green-One lady owner from NewMOT 1st Nov 2015. Rear Bumper damaged on near side Starts first time and runs well. Notts. 0115 925 7829 (JW)

ESCORT VAN



1981, 50,000 miles, £POA. The van looks clean as has had respray about 5 year ago in a blue with metal flake. Van looks great in sunlight. Mint tyres on alloys exhaust great. New brake cylinders. No Mot or Tax on it. Open to sensible offers. Durham. 07711 076496

FALCON

FALCON



1960, £12,500. Metallic green, wheels by Curtis Speed, de-badged, lowered, new tyres, moon gauges and steering wheel, featured in Rod and Custom (USA). Built in California using a rust free car. Cheshire. 01612 928270

FIESTA

FIESTA



1994, 78,000 miles, £495. 12 months Mot. Runs and drives very well. Ideal first car or starter classic. Few dings and age related marks. Please call for more information. Norfolk. 07975 606705 (HP)

FIESTA



1985, 86,000 miles, £1,000. Best offer takes it. Would part exchange and cash my way or just cash. Been standing since 2005 in a garage. Very clean for the year. 1.6 diesel. White in colour. 1 owner from new. Wales. 7412 920167 (HP)

FIESTA FESTIVAL



1989, 13,000 miles, £3,600. 1117cc. Blue metallic paint, matching interior and glass sunroof. Completely original MoT Sept 2015. 07511 532898 (JW)

FIESTA MK 2 POPULAR PLUS 1.1



1985, 56,000 miles, £1,200 ono. Car drives very well. Slight bubbling on a rear arch and a slight patch of rust on a front arch. Stack of service history and invoices. Mot till 30th of april and no Tax due to new laws. Lancashire. 07588 898399 (HP)

FIESTA MK 3

1995, £900. 1.3LX automatic. New gearbox. Long MoT. History. Old MoTs, receipts, etc. New locks, battery, tyres. Much spent. Drives like new. Excellent bodywork. New tow bar. No time wasters. London. 020 3234 1051 (PB)

FIESTA MK 3

1994, 34,000 miles, £Offers invited. 1.3LX. White, excellent condition as always garaged and used once a week to go shopping, it's like new. It has Tax and Mot and all paperwork and manuals, lovely little car. Surrey. 07766 112461 (HP)

R



£POA. 1.6 16 valve Zetec (Sigma), 189 bhp, full leather conversion, dark tint windows, Wossner forged pistons + rods, Glyco race bearings, diamond grooved crank, Omex 600 ECU, Kent cams, Zetec verniers, silicon hoses. Call for more details. 07706 189119

GRANADA

2.8i GHIA EXECUTIVE



1985, 82,000 miles, £6,995. Mineral blue, shark grey Connerly leather. A/c, FSH and MoTs. Truly stunning condition. All original factory spec. Very rare Mk II Executive, unbeatable. Kent. 01622 206383

ORION

ORION 1.6

46,000 miles, £Offers at £1,100. Barn stored 12 years, Sorn, some spares, solid honest car needs repaint, Weber carbs, good project, no silly offers, only 12 on road, plate value at £500. Essex. 07703 346296

POPULAR

POPLAR 103E

£POA. Engine, gear box, front and rear axle complete, bonnet, doors, radiator, boot, grille, wings, wheels, petrol tank, leaf spring. Gwent. 01633 895922 (JW)

PREFECT

PREFECT 100E



1955, 49,589 miles, £9,500. Fully restored very clean lots of new parts lots spent on it has only had two owners from new, must be seen or give me a call. West Sussex. 07840 874319 (JW)

ROADSTER

HOT ROD

1932, £6,000 ono. Roadster Rat Rod, Rover V8 and auto box, drive anywhere, road Tax exempt. Essex. 07804 804777

SIERRA

SIERRA 2.0i GHIA



1989, 15,000 miles, £2,100. 4 electric windows a factory tilt and slide sunroof electric mirrors and central locking. All working. It also has the rare option of headlight wash/wipe. Unmarked interior. Matching tyres all original. Genuine honest Sierra. I will put a year's MoT on her for you so will have a full year. Kent. 07718 882763 (HP)

SIERRA XR4X4



1988, 128,000 miles, £4,000. One owner since 1989, garaged. Full service history since '89. No expense spared to keep in excellent condition. Partial restoration at 122,000 miles (2006) included full respray in original colour. New clutch fitted 2012. New tyres and S/steel exhaust, MoT July. Price includes lots of spares including some body parts and most lights. West Sussex. 01403 255712 (HP)

THAMES 300E VAN

THAMES 300E VAN



1956, 10,847 miles, £5,000. MoT & TAX Exempt Original Number Plate Runs well Good Condition Modified 1.6 xflow GT Gearbox 105 Anglia Back Axle Cortina Front Legs 4 Pot Calipers. 01856 831409 (JW)

TRANSIT

FORD TRANSIT



1969, £1,600 offers invited. Campervan factory built. Starts and drives restoration project got full v5. West Midlands. 07412 856487 (HP)

FORD TRANSIT MK1



1975, 3,800. Good condition. More info on this and more transits. Office hours. (single/double wheel/ minibus at various prices). 00356 21431605 (JW)

VEHICLES WANTED

FORD CORTINA MKII

Wanted. Left hand drive. Swap for Sierra XR4x4, 1989, sunroof, alloys. East Yorkshire. 07860 870549 (PB)

PARTS FOR SALE

205 SHORT ENGINE

£POA. T9 gearbox, Capri Bilstein struts, 3.54 English diff, 2000 Pinto short engine, 2000 heads 40 Deoes on crossflow inlet, RS 6x13 Capri rims, all used. Leicestershire. 01455 274271

BROWN AND GEESON

£20 + post. Universal wheel spacers, one axle kit, suit Escort, Anglia, Capri. West Yorkshire. 07748 942271

CAR RADIOS

£35 the lot. Philips R570 cassette. Philips cassette receiver radio R760. FD450. R681. Blaupunkt 300. Middlesex. 020 8363 9283 (RB)

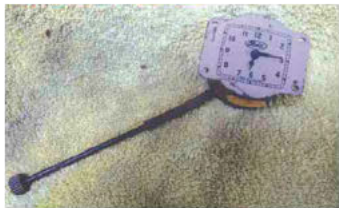
ESCORT MK2 MEXICO

£POA. Front seats, seat belts, driver's side mirror, front quarter bumper new, switches, brown steering column plastic, switch panel, black dash top, Mk1 genuine RS 2000 mirror, other parts. Somerset. 01458 834140

ESCORT XR3

£150 the lot. Bonnet, door n/s, engine, radiator, front grill, tailgate with spoiler, all lights. Also Mk1 alloy front grill for square headlights. Will sell separately. Bucks. 01494 758539 or 07885 491340

FORD CAR CLOCK



£25 plus £8 p&p. Genuine, wind up type, good working order, actual size 2in x 2.5in. Hants. 023 9273 0735

FORD ESCORT GHIA MK4 1 PAIR FRONT DOOR

£10. Electric window regulators. Speedo cluster £10.1 pair front door mirrors remote £10, 2x windscreen wiper mechanisms £5 each, centre console £5, MK3 Escort o/s rear lamp £5, plus box of other parts from same car. 01306 884449 (HP)

FORD ESCORT MK1

£200. Brand new bumper still in wrapper £200. Also Austin Metro bumper, new, £30. West Midlands. 07986 080118

FORD ESCORT MK3

£POA. Spares. Mainly new plus some secondhand. Piper exhaust, Weber twin choke carb, new boxed. Girling rear shocks, wheel bearings, rear shoes, heater fan, master cylinder, fuel cap, tyres plus wheels 155/80/13. London. 020 3234 1051 (PB)

FORD FOCUS

£110. Complete inlet manifold, injectors, wiring etc. Removed from new 2-litre Focus blacktop engine. Good for spares, modification or to replace damaged system. Carriage (UK) mainland £15. Cumbria. 01768 480930

FORD TEN 7W E493A 100E

1930, £100. My dad has a number of parts available for the above cars including bakelite dashboard for £100. Skimmed cylinder heads and complete engines, 7V complete rear axle and gearbox. Berkshire. 01753 866742

PAIR REAR LENSES

£POA. Consul/Mk 1 Granada, average condition. Front chromed Mk 2 o/s bumper corner, good condition. Facelift Orion n/s rear lens, as new, offers. Fiesta Mk 1/2 rear o/s wheel arch repair LMC small amount used otherwise v/g. Essex. 07703 346296

REVERSING LAMPS



£40 pair post free. Unipart L118 in original packet. Wipac also in pack unopened. Dorset. 07794 775640

PARTS WANTED

2 FRONT DOORS FOR ESCORT MK 4 VAN

Wanted. And can you help with sourcing underneath panels for registration plate. Manchester. 01612 580299 (JW)

FORD FOCUS RS MK1

2003-04, Wanted. Original sparco, rubber pedal inserts, brake, clutch and accelerator. Thanet. 01843 296291 (MC)

FORD RS 2000 MKII

1976, Wanted. Early nose cone with silver Ford letters no oval badge. GRP1 exhaust manifold. MKII RS2000 centre console. Monmouthshire. 07855 214172

FRONT INDICATOR LENS

Wanted. And headlight o/s for early Mk 3 Escort, good condition please, could p/ex for spares. Essex. 07703 346296

GRANADA MK II

Wanted. 2.8I Ghia X, front bumper, rear boot lid mechanism, possible full interior cream or grey fabric or leather, donor car considered, can collect. South Yorkshire. 07538 601970

MK3 FIESTA SEATS

Wanted. Also towbar, prefer new/recent please. London. 020 3234 1051

MISCELLANEOUS

4 20L JERRY CANS



£12 each. In good order. Somerset. 07774 284728 (JW)

AUSTIN J40 PEDAL CAR



1950, £3,250 ono. This car has been professionally restored regardless of cost. A lovely usable investment. Shropshire. 01746 765134

BLACK & DECKER



£65. Valve seat and valve grinding wheel dresser. All complete and ready to use. Devon. 01404 46570 (PB)

BOSWORTH FESTIVAL

£POA. Bosworth Hall Park Husbands Bosworth LE17 6LZ, Saturday 27th June, 9.30 am till late, 100+ vehicles and side stalls etc. 01858 880263

CAR BADGE



1930, £25. 1 RAC badge with Union flag centre, damaged, £25 (see photo). Also 1958 AA badge with black base, £15 plus £3 postage. Antrim. 07759 818732

ENGINE CRANE AND BENCH

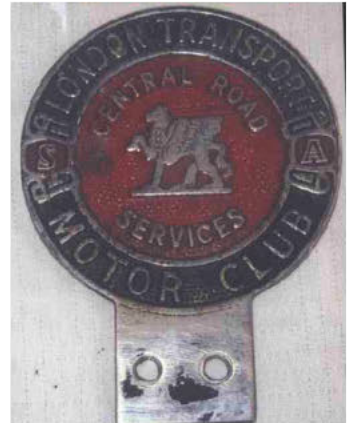


£65 the pair. Lifts most four cylinder engines. Folds down, not hydraulic. Worn screw. Complete and working. Made by Old Hill Company, Worcester. Also good strong bench on castors. 3ft 6in wide, 3ft 3in high, 2ft deep. Kent. 01689 861196 (PB)

JJ1 10

£20,000. Number plate. N. Ireland plate. Owned many years. Can be put on absolutely any vehicle. Not age related. Turns many, many heads. Been on many top prestige cars. Carmarthenshire. 07741 098149 (PB)

LONDON TRANSPORT MOTOR CLUB CAR BADGE



£35 post free. Central Road Services. Size 4in x 3in. Bar fixings. Dorset. 07794 775640 (PB)

RIPON OLD CARS CLASSIC CAR GATHERING

£POA. Ripon Racecourse, Ripon, North Yorks HG4 1UG, Sunday 26th July 2015, entries from 8.30 am until 5pm. www.riponclassiccargathering.org. Classic cars, military, motorcycles, commercial trade stands, entertainment throughout the day, homemade refreshments, all proceeds to local charities. North Yorks. 07896 701223

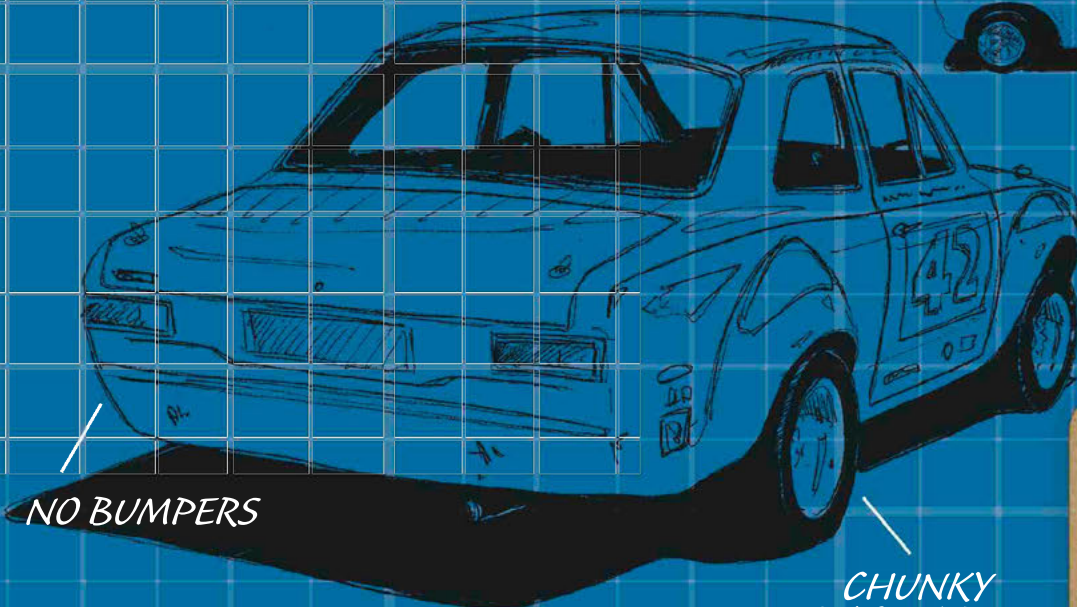
TYDD ST MARY CLASSIC VEHICLE RALLY

£POA. The Playing Field, Sunday 10th May 2015 from 8am until late. Display of cars, lorries, scooters, motorcycles and tractors. Any machinery of age and interest. 4th year and growing. Lovely setting. No forms, no registration, no red tape. Exhibitors absolutely free. 01945 420621 or 07570 536772

Project Hunter

PROJECT CARS YOU SHOULD BUY - AND MODIFY...

Illustrations: Simon Coulson



NO BUMPERS

CHUNKY
RACE TYRES



MINILITES

BUBBLE
ARCHES

THE AD

FOR SALE ON:
www.oldschoolford.co.uk

'1972 Mk1 Escort 1100, unrestored, stored since 1996, needs new front wings, panel and strut tops, solid floor, good A-pillars and inner wings, car in southern Netherlands, 2900 Euros'



Dave Brodie's Run Baby Run Escort is probably one of the most-famous Mk1 race cars of the '70s. Born To Run isn't a replica though, more of a tribute with a few other touches thrown in for good measure. The Copper Bronze Mk1 is basically solid but as it needs new wings and rear arch repairs, we might as well

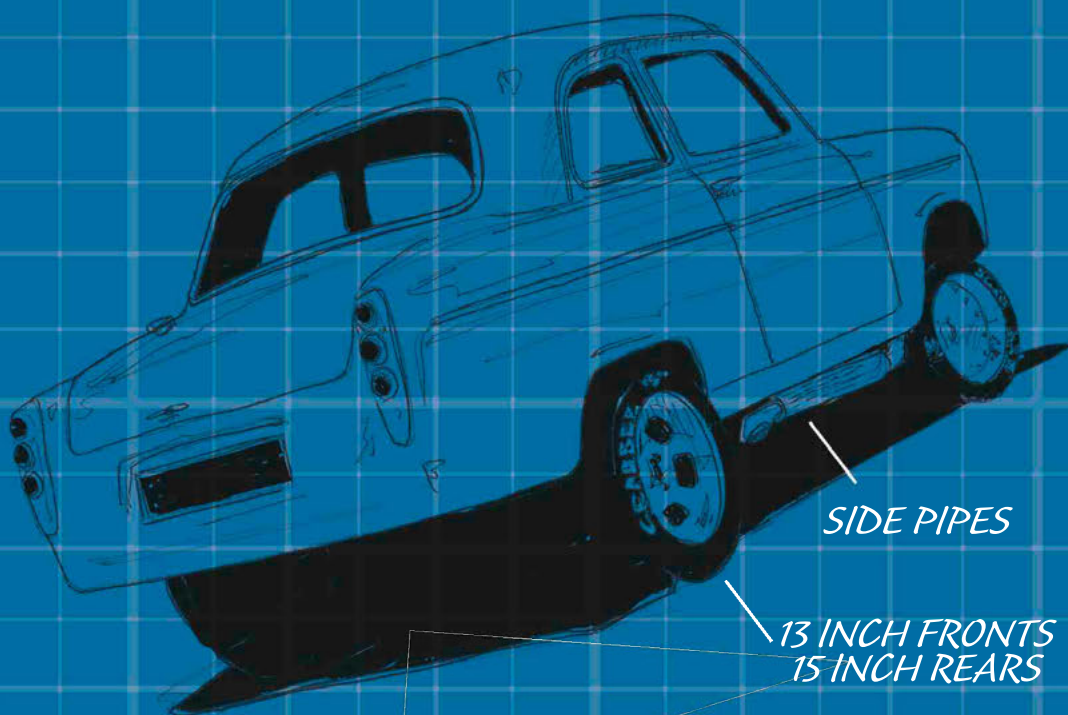
go the whole hog and fit a set of bubble arches before a respray in the original colour. Pinstriping was all the rage back then, so we've gone for it in full effect, and as a set of 8-inch wide Minilites would have been exorbitantly expensive back then, we're fitting banded steels instead along with some trim rings.

Up front, we're busting out of the decade for a moment to fit an MX5 lump but dressed to look old, so running carbs and a black crackle finish cam cover, and for the interior, a simple pair of lowback buckets in black vinyl and no roll cage will suffice. Well, they didn't really bother with them back then, did they?





P O P U L A R

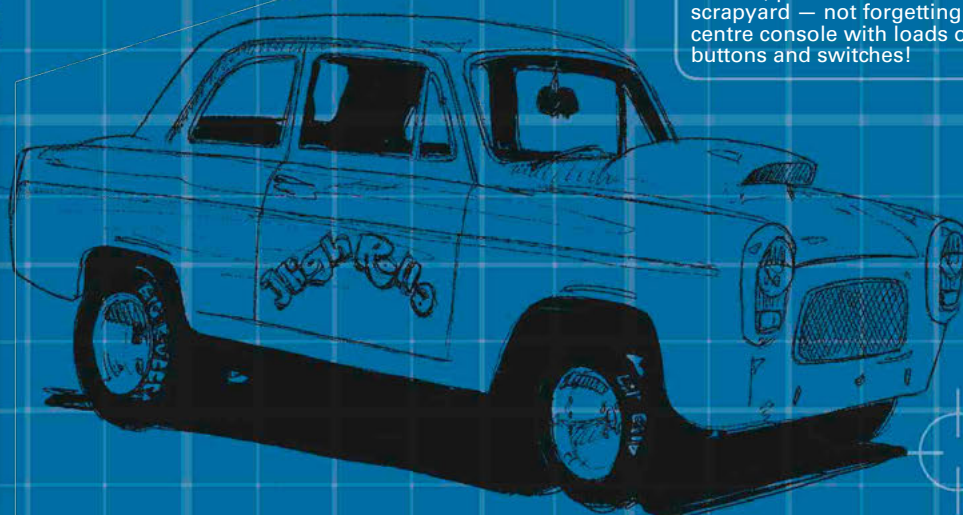


It's the Old School Rules issue, so what better way to bring this solid Pop back to its former glory than to give it the Street Machine look — and no, we're not talking black paint with flames! This one could have been built in 1983 on a dole-money budget, but 30-odd years of progress means we've been able to up the quality a bit. The solid bodywork is ripe for a respray in Carnival Red, and on fitting it back up, we're leaving everything off bar the chrome side trim (leaving it off would make the car look too slab-sided, in our opinion). As was common during that period, the wheels are different front to rear — 13 inch Centerlines up front with 15 inch slotmags at the back. You'll notice too, that there is a fair amount of gap between said wheels and the arch lips, partially due to a jack-up kit at the rear and longer springs at the front. This is no gasser, though — the rake puts paid to that. Under the bonnet we think you should find an Essex V4 — a relatively popular conversion back then, and one that's bound to annoy a few showgoers now, while inside we've resisted the temptation to go for button draylon, and fitted a pair of Jag XJ6 seats instead, purloined from the scrapyard — not forgetting a centre console with loads of buttons and switches!

THE AD

FOR SALE ON:
www.oldschoolford.co.uk

'1960 100E, 30,000 miles, partially disassembled, banded steels, all original parts kept, solid bodywork, £1950'



RACE

Rally and Competition Equipment

NEW FABRICATION AND SUSPENSION PARTS MK1 AND 2 ESCORT

"OVER A 30 YEARS", IN MOTORSPORT WE HAVE MANAGED TO BRING TOGETHER THE FINEST SELECTION OF HIGH QUALITY FABRICATED COMPONENTS, YOU WILL BE HAPPY WITH CLUBMANS OR WORKS SPEC PARTS. ALL PARTS HAVE BEEN DEVELOPED, TRIED, TESTED REPRESENTING TRUE VALUE FOR MONEY.

BODYSHELL, GRP4 CLUB SPEC

4 LINK KIT REINFORCED BODY BOXES 5/8 JOINTS, BUSHES, SPACERS & BOLTS	£275
4 LINK KIT HEAVY DUTY C/W BIG BUSHES, 5/8 JOINTS, M14 BOLTS. TO SUIT ESCORT RUNNING REAR COIL OVERTS	£275
BODY BOXES REINFORCED	PR £72
4 LINK TO CHASSIS SKIDS	PR £16
PANHARD ROD KIT ADJ 5/8 COMPLETE	£81
PANHARD ROD KIT FIXED TOWER	£75
PANHARD ROD ADJ LH TOWER	£36
ANTI TRAMP BAR KIT MK1	£105
ANTI TRAMP BAR KIT MK2	£97
SQUARE TALL REAR TURRET BOXES	PR £42
TURRET AND ANTI TRAMP AXLE BRACKET	EA £3.50
LARGE GEARBOX TUNNEL	£45
ALLOY SURROUND GAITOR PLATE	£16
FUEL TANK PLATFORM, TO SUIT SHAPED ALLOY TANK C/W STRAPS	£88
DRY SUMP TANK, MOUNTING PLATFORM	£25
4 LINK CROSS BRACES (BODY BOXES)	PR £17
GROUP 4 MK2 FIREWALL KIT. FITS WITH TURRETS INC BOOT INFILLS	KIT £78
MK1 & 2 NONE TURRET FIREWALL ALLOY PLATE	£46
SPRING HANGER SKIDS	PR £10
BOTTOM RADIATOR CUT OUT £12 + GUSSETS	£18
TOP RAD MK2 GUSSET PANEL	£28

BODYSHELL, GROUP 4 WORKS SPEC

4 LINK BODYSHELL KIT INC. BRACKETS, COVERS, SKIDS, LONG LINK BOLTS/TUBES AND CROSS BRACES MK2	£160
4 LINK ROD GRP4 SPEC 1/2 BUSHED	£42
4 LINK ROD GRP4 SPEC 5/8 BUSHED	£46
MK1 GRP4 SHORT LINK BODY BOX KIT	£114
GRP4 MK2 4 LINK KIT. COMPLETE	£500
GRP4 PANHARD ROD KIT. L/H OR R/H TOWER	£130
GRP4 PANHARD ROD TOWER. MULTIPIECE, LH OR RH WORKS SPEC	£58
GRP4 ROUND REAR TURRETS	PR £98
ZF GEARBOX TUNNEL COMPLETE	£100
BULKHEAD PLATE 1 PIECE	£13
BULKHEAD PLATE 3 PIECE	£19
ATLAS LONG DIFF TUNNEL	£20
BULKHEAD GUSSETS 1 X SHAPED	PR £32
FRONT CHASSIS SKIDS	PR £20
CHASSIS TO SILL SKIDS	PR £20
STRUT TOP REINFORCING PLATES GRP4	PR £58
REAR INNER STEEL ARCH INFILLS	PR £16
SEAT SUB FRAME MOUNT KIT (WELD IN)	£40
WELD IN FRONT CROSS MEMBER CHASSIS INSERTS SET OF 4	£26
15" INNER REAR WHEEL ARCH TUBS	PR £230
MK1 WORKS STEEL ARCHES	SET £520
ROLL CAGE TUBE 2 METRE 38MM	£30
GRP4 WATTS CHASSIS BRACKET KITS	
MULTIPIECE FORMS BOTH SIDES	£114
GRP4 WATTS BARS GOLD BUSHED	PR £81

STRUT BRACES

GRP4 STRUT BRACE KIT WITH WELD ON BRACKETS AND STEEL BAR PLATED	£48
WITH ALLOY BAR	£70
WITH OVAL STEEL BAR POWDER COATED	£76
MK1 WORKS FLAT TYPE BOLT ON STRUT BRACE C/W BRACKETS	£48
MK2 BOLT ON ADJUSTABLE STRUT BRACE KIT STEEL OR ALLOY BAR	£66

SUSPENSION TO BODYSHELL

WORLD CUP X - MEMBER, FULL GRP4 SPEC	£395
WCXM CLUB STD OR LRM CROSSMEMBER	£210
WCXM BASE FULL GRP4	£325
WCXM BASE CLUB STD OR LRM	£130
WCXM MOUNTS OHC / X-FLOW	£57
ANTI DIVE KIT	£50
DOUBLE WIDTH KIT	£50
GRP4 TENSION STRUT KIT TARMAC	£325
GRP4 TENSION STRUT KIT FOREST	£400
ANTI ROLL BAR T/STRUT 5/8	£130 3/4 £150
COMPRESSION STRUT KIT FIXED	£130
COMPRESSION STRUT KIT IN-SITU ADJ	£160
16V ASTRA CHASSIS ENGINE MOUNT KIT ALSO OHC / X-FLOW	£70
TRACK CONTROL ARMS TCA'S	
IN-SITU ADJUSTABLE TCA'S. INNER RUBBER BUSHED	PR £180
IN-SITU ADJUSTABLE TCA'S. 5/8 R/JOINTS + FITTING KIT	PR £180
RUBBER BUSHED ADJ TCA	HISTORIC PR £165
R/JOINTED ADJUSTABLE TCA	HISTORIC PR £165
RS2000 TRACK ROD END GEN FORD	£40
WATTS LINKAGE KIT ATLAS	£285
WATTS LINKAGE KIT ENGLISH	£240
PTE SLIPPER KIT	£48
SHORT REAR SPRING SHACKLES	PR £39
U BOLT PLATES	PR £29
TWIN CAM ANTI ROLL BAR	£130
MULTI LEAF ORIGINAL FOREST	
5 LEAF SLIPPER SPRINGS	PAIR £210
SINGLE LEAF TARMAC SLIPPER SPRINGS	
146LB	PR £225
TARMAC MULTI LEAF SLIPPER SPRINGS	PR £210
CD6 MK1 4 LEAF TWIN EYE SPRINGS	PR £210
MK2 SINGLE LEAF TWIN EYE 146LB SPRINGS	PR £225
MK2 MULTI TARMAC LOW TWIN EYE SPRINGS	PR £200

STEERING AND BRAKES

(ALL PEDAL BOXES HAVE GENUINE GIRLING MASTER CYLINDERS)

MK2 BIAS ADJ PEDAL BOX CABLE	£290
MK2 BIAS ADJ PEDAL BOX HYD	£355
MK1 BIAS ADJ PEDAL BOX CABLE	£340
MK1 BIAS ADJ PEDAL BOX HYD	£400
GRP4 THROTTLE PEDAL	£40
TUBE DASH ADJUSTER	£29
FLEXIBLE CLIP DASH ADJUSTER	£33
ALLOY RESERVOIR BRACKET	FROM £16 - £25
AP RESERVOIR + BRACKET PUSH ON	£18
GIRLING RESERVOIR THREADED	£18
HYDRAULIC HANDBRAKE KIT	£70
ALLOY PRO HYDRAULIC HORIZONTAL HANDBRAKE COMPLETE	£122
VERTICAL PRO ALLOY HANDBRAKE	£145
BIAS PROPORTIONING VALVE SCREW TYPE	£60
MK3 ESCORT REAR CALIPER MT BRACKETS	PR £20
SIERRA REAR CALIPER MT BRACKETS	PR £25

GENUINE AP DISC & CALIPERS

MONTE CARLO ESCORT CALIPER	EA £690
MONTE CARLO AP BRAKE DISC	EA £170
FOREST AP ESCORT CALIPER	EA £625
FOREST AP BRAKE DISC	EA £145
GRP4 2383-2382 REAR CALIPER	EA £540
GRP4 AP SOLID REAR DISC	EA £155
AP2577 REAR TWIN POT CALIPER WITH CABLE HANDBRAKE MECHANISM FITTED	EA £340
13" AP GRP4 FRONT DISC BELL	EA £22

NEW AP RADIAL 13" FRONT BRAKE KIT FITS WITH 13" WHEELS ONTO MK2 ESCORT C/W VENTED DISCS, ALLOY BELLS, MOUNTING BRACKETS, PADS AND PIPES £1,150

AP 15" RADIAL FRONT ESCORT BRAKE KIT, 305 DISC	£1,430
AP MONTE CARLO GRP4 ESCORT FRONT HISTORIC BRAKE	KIT £1,900
AP FOREST GRP4 ESCORT FRONT HISTORIC BRAKE	KIT £1,700
101/8 X 22MM VENTED DISCS TO USE WITH PRINCESS CALIPERS. PLAIN	PR £88
OR WITH GROOVES	PR £120
PRINCESS 4 POT CALIPER SPACER KIT	£40
GRPI CALIPER SPACER KIT. M16	£35
GIRLING MASTER CYLINDER 625 ETC	£55
RS2000 GEN FORD TRACK ROD END	£40
GRP4 CAST STEERING JOINT	£43
GRP4 CAST STEERING JOINT LONG	£43
2.8 CAPRI VENTED FRONT DISCS	PR £58
2.8 CAPRI VENTED GROOVED DISCS	PR £95

MK2 ESCORT BRONZE BUSHED H/D	
GEN FORD QUICK RACK	£230
WITH NEW LONG RACK ARMS FITTED	£260
MK2 ESCORT ALL NEW H/D K/C	
QUICKRACK RHD / LHD	£350
SIERRA REAR DISC BRAKE KIT	£395
SIERRA CONVERSION HANDBRAKE CABLE	£25

ELECTRIC POWERSTEERING KITS USING VAUXHALL CORSA MOTOR ALL BRACKETS TO FIT FORD ESCORT MK1 & 2 RHD + LHD £850

SUSPENSION AND MOUNTINGS

ALLOY 2 1/4" SPRING SEAT, 1" TALL	£10
ALLOY 2 1/4" SPRING SEAT, 3" TALL	£17
ALLOY 2 1/4" LOCK RING	£8
ALLOY 2 1/4" D SHAPE TOP CAP	£10
ALLOY 4" SPRING SEAT, SHALLOW	£29
ALLOY 4" SPRING SEAT, DEEP	£33

RS2000 BILSTEIN STRUT CASINGS GROUP 1 FIXED CUP £185 GROUP 4 THREADED ADJUSTABLE £175

BILSTEIN FRONT INSERTS

260/60 LONG	£120
300/70 LONG	£120
300/70 SHORT	£123
300/100 LONG	£123

BILSTEIN REAR DAMPERS

GRP1 MK2 ESCORT STD FIT	PR £210
GRP4 TURRETED 220/110	PR £200
GRP4 REAR COIL OVERTS 220/110	PR £365

ESCORT FRONT TOP MOUNTS

RUBBER ROLLER BEARING TOP MOUNTS	EA £120
GRP4 2 PIECE CONCENTRIC ALLOY BLACK	EA £80.00
ECCENTRIC OFFSET ALLOY TOP MOUNT	EA £68.00
RUBBER TOP MOUNT C/W SPHERICAL BEARING	EA £75.00
CONCENTRIC ALLOY TOP MT FLAT	EA £65.00
HIGH ANGLE TOP MT NUT + WASHER	EA £6.50
ALLOY RBTM LOOK BLACK	EA £70
PLASTIC DUST COVERS RBTM	PR £11

FRONT HUBS STUDS + NUTS

GRP4 ALLOY FRONT HUB	£65
GRP4 FRONT WHEEL STUD	£4.75
GRP4 WHEEL NUT	£2.75
GRP4 WHEEL INSERT	£1.75
ALLOY HUB CAP STD	£8 B/B
GRP4 WHEEL INSERTS	£2.50
GRP4 MACHINED WHEEL SPACER	£9.00
STD M12 WHEEL STUDS LONG	£1.20
OPEN END M12 WHEEL NUT	£1.00
RS2000 + GHIA WHEEL NUT	£1.15
GRP4 TO STD M12 CONVERSION NUT	£2.00

COIL SPRINGS TOP QUALITY

FRONT BILSTEIN WELD ON STRUT ADJUSTER KIT COMPLETE CAR SET 2 1/4	£70
REAR BILSTEIN 2 1/4 SLIP OVER KIT C/W ALLOY SPRING SEATS + TOP CAPS	£75
RS2000 FRONT ALL RATES	FROM £50 PR
RS2000 FLAT GROUND ALL RATES	FROM £50 PR
2 1/4 ALL LENGTHS + RATES	FROM £45 PR
2 1/4 PROGRESSIVE 12" & 14" VARIOUS	FROM £65 PR
BLUE 2 1/4 HELPER SPRINGS 4"	PR £30
LOWERING BLOCK KITS, 1" - 2"	£24

ALLOY PRODUCTS

ESCORT SHAPED PETROL TANK, BAFFLED WITH TWIN TAKE OFFS AND SIGHT GAUGE, C/W FILLER NECK + SPLASH TRAY	£205
ESCORT SHAPED INJECTION TANK WITH LH OR RH SUMP C/W FILLER NECK + SPLASH TRAY	£280
TARMAC ALLOY ARCHES MK2	SET £325
FOREST ALLOY ARCHES MK2	SET £318
WIDE TARMAC REAR ARCHES MK2	PR £208
ALLOY FRONT SPOILER GRP4	£75
ALLOY FRONT SPOILER HIGH LEVEL	£85
DRY SUMP TANK, BASE MT	£125
DRY SUMP TANK, 6RA TYPE BREATHER	£210
ALLOY CRANK CASE BREATHER BOX	£49
ENGINE ALLOY UNION	£7
REAR MK2 LAMP PROTECTORS	£19
ALLOY BATTERY TRAY (240 X 175)	£42
MK2 CENTRE INSTRUMENT PANEL	£35

ALLOY SWIRL POT FUEL 1.5LTR	£110
FUEL PUMP BRACKET, TWIN FACET	£35
MK2 DASH BINACLE INSERT	£40
1 LITRE CATCH TANK 2 x 1/2 FITTINGS	£53
1 LITRE CATCH TANK C/W BREATHER	£65
2 LITRE CATCH TANK 2 x 1/2 FITTINGS	£53
RT30 BATTERY TRAY FLAT BLACK	£74
RT30 BATTERY TRAY VERTICAL BLACK	£70
REAR MK2 ALLOY BOOT SPOILER	£80
CO-DRIVERS ALLOY FOOT REST	£40
DRIVERS PUNCHED HEEL PLATE	£28

GEARBOXES

5 SPEED ZF DIRECT TOP FULL SPEC GEARBOX C/W TOWER + LEVER	£6,500 + VAT
5 SPEED TYPE 9 TRACSPORT STRAIGHT CUT 2.2 1st	£1,750
5 SPEED TYPE 9 TRACSPORT SEMI HELICAL 2.48 1st	£1,900
4 SPEED RS2000 TRACSPORT H/D STRAIGHT CUT 2.2 1st	£2,200
ABOVE GEARBOX ALSO AVAILABLE WITH ALLOY MAINCASE, H/D MAINSHAFTS & LAYSHAFT PINS	

NEW ATLAS AXLE CASINGS

PREPARED TO THE HIGHEST GRP4 STANDARD FULLY FLOATING GRP4 ATLAS AXLE CASING, THICK TUBE WITH STUB AXLES, DOUBLE PINNED AND BREATHER	£495
2 DIAMOND 4 LINK BRACKETS. WELDED	£60
2 GRP4 DAMPER BRACKETS. WELDED	£50
2 SPRING SADDLES, HEAVY DUTY. WELDED	£60
1 GRP4 PANHARD ROD BRACKET. WELDED	£32
2 AP CALIPER BRACKETS. WELDED	£48
FULL SPEC CASING WITH GRP4 BRACKETS	£745
2 FIF L/RINGS LH/RH	PR £32
GROUP 1 THICK TUBE ATLAS AXLE CASING WITH ORIGINAL ENDS DOUBLE PINNED AND BREATHER	£468
2 SPRING SADDLES, HEAVY DUTY WELDED	£60
2 DIAMOND 4 LINK BRACKETS. WELDED	£60
2 DAMPER BRACKETS. WELDED	£50
1 PANHARD ROD BRACKET. WELDED	£32
(BABY 48 1/2, NARROW 49 7/8, WIDE 52 INCH)	

DRIVESHAFTS AND FLANGES

TOP QUALITY GROUP 4 FULLY FLOATING HALF SHAFTS	
740-770 F/F INC NUT	£140
790-820 F/F INC NUT	£150
740-770 F/F SPECIALS INC NUT	£225
GRP4 FULLY FLOATING FLANGE	£65
GRP1 2 PIECE SHAFT 18 TOOTH GRP4, 18 TOOTH BABY, NARROW OR WIDE	£150
GROUP 1 WHEEL FLANGE	£68
GRP1 BABY ATLAS / ENGLISH 16 SPLINE SHAFT	£150
HALF SHAFT RETAINER PLATE	£6.50
DRUM SPACER PLATE	£5.50
18 TOOTH ZF ATLAS SIDE GEAR	£75

QUAIFE BIG BEARING HUB KIT BOLTS ONTO ENGLISH / ATLAS AXLE C/W 16 SPLINE, 18 SPLINE SHAFTS £890

FULLY FLOATING T/T METRIC REAR HUB	£65
GRP4 F/F REAR STUD, INC BOLT	£11.50
METRIC REAR F/F HUB BEARING	£25
STEEL O RING CARRIER	£12
F/F HUB AXLE SEAL KIT	£15
STEEL SPLIT LOCK RING LH/RH	£16
REAR FF ALLOY AP DISC BELL	£30
ZF ATLAS 18 SPLINE MOTORSPORT LSD	£1200
ZF ATLAS MOTORSPORT PLATE KIT	£170
ZF ATLAS WAVY PLATE	EA £25
ZF ATLAS STEEL LSD END PLATE	£150
ZF ATLAS STEEL LSD HOUSING	£290
ZF ATLAS DRIVE FRICTION PLATE	EA £30
ZF ATLAS LSD END THRUST WASHER	EA £18.50
5.3 AND 5.8 ATLAS C.W.P.	SET £485
4.9, 4.1 AND 4.375 ATLAS C.W.P.	SET £485
5.1 ATLAS C.W.P. (BEST AVAILABLE)	£320
SALISBURY ENGLISH 22 SPLINE LSD UNIT C/W BIG SIDE BEARINGS AND CROSS PINS	£550
SALISBURY ENGLISH 16 SPLINE LSD UNIT C/W BIG SIDE BEARINGS AND CROSS PINS	£550
18 SPLINE ENGLISH LSD UNIT	£850
SALISBURY ENGLISH STEEL END PLATE	£115
SALISBURY ENGLISH DIFF PLATE SET	£100
SALISBURY ENGLISH STEEL LSD HOUSING	£160
4.4 ENGLISH C.W.P SET	£240
4.7, 4.9, 5.1 ENGLISH C.W.P SET	£250

NEW ALLOY BELLHOUSINGS

16V ASTRA TO FORD	£178
RS2000 CABLE	£178
RS AND 5 SPEED TYPE 9 HYDRAULIC	£210
2000E CABLE	£180
2000E HYDRAULIC	£208

BORG WARNER TO PINTO RS.....	£190
BORG WARNER TO VAUXHALL.....	£220
DURATEC TO TYPE 9 CABLE.....	£275
DURATEC TO TYPE 9 HYD.....	£300
TOYOTA 4AG TO TYPE 9.....	£295
SIERRA TYPE 9 SINGLE STARTER.....	£170
ZF TO BDA HYD WORKS TYPE.....	£245

INLET MANIFOLDS TWIN CARB	
16V ASTRA, RED TOP, STRAIGHT.....	£120
N/A COSWORTH, 2 X 45/48.....	£120

CLUTCH AP COMPETITION	
RS PINTO 8 1/2 SPRUNG PADDLE PLATE.....	£195
RS PINTO H/D COVER.....	£270
7 1/4 AP TWIN PLATE CLUTCH.....	£435
7 1/4 3 BLADE PADDLE PLATE.....	£115
7 1/4 4 BLADE PADDLE PLATE.....	£150
RS2000 H/D ORGANIC ROAD KIT.....	£295

COMPETITION EXHAUST MANIFOLDS

RS2000 GRP2 3 PIECE 2 1/4 AND 2 1/2.....	£155
N/A COSWORTH 3 PIECE 2 1/4 AND 2 1/2.....	£205
16V ASTRA INTO MK2 ESCORT.....	£205
X-FLOW 4 INTO 1 RALLY.....	£145
DURATEC INTO MK2 ESCORT.....	£197
16V ZETEC RWD INTO MK2 ESCORT.....	£167

FAST ROAD COMPETITION 2IN MANIFOLDS

RS2000 4-2-1 OHC.....	£145
1300/1600 X-FLOW.....	£115
XR3CVH 4-2-1.....	£122
XR2 MK1 X-FLOW.....	£130
THE MANIFOLD AND SYSTEMS ARE FROM STOCK. MANY MAKES AND MODELS TO ORDER.	

COMPETITION EXHAUST SYSTEMS

PINTO 2 1/2 RIGHT HAND, SINGLE BOX.....	£144
PINTO 2 1/2 RIGHT HAND, TWIN BOX.....	£152
PINTO 2 1/4 RIGHT HAND, SINGLE BOX.....	£122
PINTO 2 1/4 RIGHT HAND, TWIN BOX.....	£129
THE ABOVE ALSO FIT N/A COSWORTH/ASTRA CROSS OVER PINTO LH 2 1/4 CENTRE PIPE. ADD.....	£12

FAST ROAD COMPETITION 2IN SYSTEMS	
RS2000 MK2 SINGLE BOX 2IN.....	£84
RS2000 MK2 TWIN BOX 2IN.....	£91
ESCORT MK 2 X-FLOW SINGLE BOX.....	£76
ESCORT MK 2 X-FLOW TWIN BOX.....	£84
MK1 ESCORT X-FLOW TWIN BOX.....	£106
XR3 TWIN BOX WITH 3I SS END.....	£145
XR2 MK1 TWIN BOX 3I SS END.....	£130
XR2 MK2 CVH TWIN BOX.....	£125
SYSTEMS AVAILABLE ESCORTS MK5 + 6 + 7, CAPRI, CORTINA, FOCUS, TALBOT SUNBEAM, PEUGEOT, TOYOTA COROLLA ETC, ETC	

BOLT ON SAFETY AND SERVICE PARTS

5-SPEED R/JOINTED QUICKSHIFT.....	£55
4-SPEED R/JOINTED QUICKSHIFT.....	£55
5-SPEED Q/SHIFT KIT.....	£17
ROCKET TO ATLAS H/D PROPSHAFT.....	£140
ZF TO ATLAS H/D PROPSHAFT.....	£195
ZF TSTEEL GEARLEVER.....	£130
ATLAS AXLE 10MM ALLOY BRACE.....	£115
ATLAS STEEL WIDE DIFF SKID.....	£57
BACK COVER HALF MOON CLAMPS.....	£15

FIRE EXTINGUISHERS	
2.25 AFF PLUMBED IN SYSTEM.....	£100
4.0 LTR AFF PLUMBED IN SYSTEM.....	£165
2.0 LTR HAND HELD AFF.....	£25
2.4 LTR HAND HELD AFF SPA.....	£50
MK2 ALLOY Q/R LAMP BRACKETS.....	PR £50
MK1 ALLOY Q/R LAMP BRACKETS.....	PR £68
SIDE MOUNT INTO SILL QUICK LIFT SCISSOR JACK.....	NEW £45

GRP4 CHASSIS MOUNT SUMP GUARD	
WITH 1/4 PLATE, TARMAC.....	£175
WITH 5/16 PLATE, TARMAC/FOREST.....	£195
WITH 3/8 PLATE, FOREST.....	£210
NEW TYPE LONG GUARD CURVED	
WITH SKIDS GRP4 MK1 AND 2.....	£275
ZF GEARBOX ALLOY GUARD.....	£65

NEWMAN CAMSHAFTS PROVEN RESULTS	
PINTO OHC FAST RD, RALLY OR RACE.....	£116
PADDLED CAM FOLLOWERS.....	SET £68
X-FLOW FORD FULL RANGE OF CAMS.....	£100
OHC PINTO VERNEIR PULLEY.....	£80
MK2 POLYCARB WINDOW KITS C/W SLIDERS	
TINTED BRONZE OR CLEAR, FULL SET (AIREDALE).....	£270
MK2 CARBON DOOR CARDS.....	PR £95
MK2 INNER REAR QUARTER CARBON PANELS.....	PR £80
CARBON MK2 ROOF VENT.....	£160
MK1 ESCORT SAFARI ROOF VENT.....	£130

GEAR REDUCTION STARTER MOTORS	
PINTO, X-FLOW, BDA, ETC.....	FROM £150
HELLA H4 HEADLIGHT UNIT.....	£29
MK1 ESCORT BOWL AND LOOM.....	£29
HELLA 3000 SPOT LAMPS.....	£70
MK2 ESCORT MOULDED SHAPED. POLY MUD FLAPS, BLACK, BLUE OR RED, SUPERB FIT. SET OF FOUR.....	£130
FACET RED TOP FUEL PUMP KIT.....	£76
FACET RED TOP PUMP.....	ONLY £66
ALLOY FILTER KING LARGE BOWL.....	£45
ALLOY FILTER KING LARGE BOWL AND GAUGE.....	£62
NAVIGATORS PYRAMID, ALLOY FOOT REST.....	£18
HARNESS EYES.....	£1.50
EYED BACKING PLATE.....	£1
BOOT SPRINGS.....	PR £7
BONNET PINS.....	STEEL £7.50
ALLOY FOOT PEDALS SHAPED.....	SET £11
LIGHTWEIGHT 19MM RALLOY WHEEL BRACE ON BRACKET AND SPIN HANDLE.....	£58
GRP4 NAVIGATORS ALLOY FOOT REST.....	£34
DRIVER ALLOY HEEL PLATE.....	£15
MK2 ALLOY CENTRE CONSOLE.....	£30
ALLOY SPARE WHEEL POLE, SINGLE.....	£18
ALLOY SPARE WHEEL POLE, DOUBLE.....	£30
Q/R PLASTIC CONE CLAMP.....	£38
TRS Q/R WHEEL STRAP REMOVABLE.....	£35
EXHAUST PACKING.....	£5
BATTERY CUT OFF SWITCH FIA.....	£28
SAFETY STICKER SHEET.....	£2
SWITCH STICKER SHEET.....	£5
DOOR SQUARES.....	£3.50
MUD FLAP MATERIAL, 4MM RED/BLACK/BLUE.....	£5
MUD FLAP MATERIAL, 5MM BLACK/BLUE.....	£15
ALLOY MUD FLAP BRACKETS.....	£3
ALTERNATOR NYLON STRAP AND CLAMPS.....	£16
STEEL THRUST BEARING CARRIER PLUS ROUND NOSE BEARING RS PLUS TYPE 9.....	£47
ALUMINIUM CLOTH HEAT SHIELD, 50 X 50CM.....	£12

MK2 ESCORT ALLOY GRP4 RADIATOR SUIT MOST ENGINE TYPES C/W FAN, BRACKET AND SENDER BOSS.....	£250
M LINE 280MM FAN.....	£68
SENDER UNIT SWITCH.....	£12

BDA SILICON TOP AND BOTTOM HOSE.....	PR £68
BDA HEATER HOSE.....	PR £69
13 ROW OIL COOLER.....	£65
ANTI VIBRATION ALLOY MOUNT BRACKET.....	£40
PINTO ENGINE HOSE KIT.....	SET £110
VAUXHALL TOP + BOTTOM HOSE.....	PR £80

NEW PRO FIA 3IN SHOULDER 2IN LAP STRAPS WITH REINFORCEMENTS Q/R "THE BEST SELLER"	
4 POINT Q/R.....	£100
5 POINT Q/R.....	£105
6 POINT Q/R.....	£110
CLUBMANS 2IN 3 POINT.....	£44
CLUBMANS 2IN 4 POINT.....	£49

TRS TOTAL HARNESSES FIA APPROVED MAGNUM 75MM 3IN STRAPS Q/R	
4 POINT Q/R.....	£118
5 POINT Q/R.....	£126
6 POINT Q/R.....	£130
ALL COME WITH FIXING EYES, ALL COLOURS AVAILABLE.	

FIA • COBRA BUCKET SEATS • FIA	
IMOLA PRO LOW SIDE STD GRP.....	£378
IMOLA PRO GT LARGE GRP.....	£419
SUZUKA PRO HIGH SIDE STD GRP.....	£424
SUZUKA PRO GT LARGE GRP.....	£435
MONACO PRO STEEL FRAME.....	£180
ALLOY SIDE MT SEAT FRAME KIT.....	£50

TRS HELMET HAMMOCK MESH.....	£31
NAV MESH MAP POCKET.....	SMALL £10
.....	LARGE £12
AVANTI MAP LIGHT.....	£30
TWIN HELMET BOX.....	£50
PIPERCROSS AIR FILTER TWIN BOX BDA PINTO X-FLOW, ETC.....	£92

* CABLES & LINKAGES *	
TWIN CABLE WEBER ALLOY.....	£60
TWIN CABLE DELLORTO STEEL.....	£50
THROTTLE CABLE 1 METRE.....	£5
THROTTLE CABLE 3 METRE.....	£6
RS2000 CLUTCH CABLE.....	£16
RS2000 HEAT SHIELDED CLUTCH CABLE.....	£24
RED PULL CABLE 6FT.....	£10
RED PULL CABLE 12FT.....	£12
RALLY ESCORT T-SHIRT.....	£15
RACETEC 8000 RPM TACHO.....	£130
STACK ST200 10500 RPM TACHO.....	£240
TERRATRIP 303 PLUS C/W REMOTE HEAD DISPLAY.....	£295
TERRAPHONE CLUB INTERCOM.....	£96

* SEALED HIGH OUTPUT BATTERIES *	
RT25 182x77x168mm.....	£115
RT30 250x97x166mm.....	£155
RT40 250x97x206mm.....	£175
RT35 ANTI VIBRATION.....	£130
PC680 ANTI VIBRATION.....	£78
PC925 ANTI VIBRATION.....	£120
MK1 ESCORT LAMINATED WINDSCREEN.....	£75
MK2 ESCORT LAMINATED WINDSCREEN.....	£75
MK1 ESCORT HEATED WINDSCREEN.....	£225
MK2 ESCORT HEATED WINDSCREEN.....	£220

POLYCARB WINDOW KITS CLEAR OR BRONZE	
MK2 ESCORT 7 PIECE KIT.....	£200
MK2 5 PIECE KIT WITH SLIDERS.....	£220
MK1 ESCORT 7 PIECE KIT.....	£295
MK1 5 PIECE KIT WITH SLIDERS.....	£330

BODY PANELS FORD ESCORT MK1 & 2	
MK1 FRONT WING.....	£88
MK2 FRONT PANEL.....	£97
MK2 DOOR SKIN.....	£76
MK1 FRONT PANEL.....	£65
MK1 FRONT WING STD.....	£175
MK1 SLAM PANEL.....	
THIS IS JUST A SMALL SELECTION OF PANELS AVAILABLE. FULL RANGE IN STOCK.	

MK1 ESCORT BOLT IN SAFETY DEVICES	
ROLL CAGE WITH DIAGONAL.....	£470
MK2 ESCORT BOLT IN S/D MULTI POINT ROLL CAGE ARCH OR TURRET MOUNT WITH DIAGONAL.....	£545
MK1 S/D "WELD IN" ROLL CAGE C/W ALL EXTRAS CDS.....	£690
MK2 S/D "WELD IN" ROLL CAGE C/W ALL EXTRAS CDS.....	£790
MK2 ESCORT SHAPED DOOR BAR.....	EA £45
UNIVERSAL STRAIGHT DOOR BAR.....	EA £48
PINTO ELECTRONIC DISTRIBUTOR KIT.....	£285
X-FLOW LUCAS ELECTRONIC DISTRIBUTOR.....	£195
LUCAS IGNITION MT PANEL.....	£40
ZF INPUT SHAFT AND 5TH GEAR.....	£470
ZF DIRECT TOP BRONZE SELECTOR FORKS 1ST & REVERSE FORK.....	£190
2ND & 3RD FORK.....	£210
4TH & 5TH FORK.....	£200
BRONZ SELECTOR ZF GUIDE RAIL.....	£100
ZF MAINSHAFT.....	£730
COMP INJECTION FUEL PUMP.....	£110
INJECTION FUEL REGULATOR -6.....	£80
ALLOY INJECTION FUEL FILTER.....	£57
OMP CORSICA SWEDE STEERING WHEEL.....	£140

OMP MK2 S/WHEEL BOSS.....	£40
MK2 POWERSTEERING KIT.....	£850

MINTEX BRAKE PADS M144	
AP MONTE CARLO (1201).....	£74
AP FOREST FULL PAD (1864).....	£63

DUNLOP TYRES 13IN, 14IN, 15IN, 16IN AND 17IN TARMAC RALLY MOULDED PATTERN	
200/530-13 X22-X08 (215/45).....	£150
235/530-13 X22-X08 (225/45).....	£160
200/585-15 X22-X08 (215/45).....	£173
220/585-15 X22-X08 (225/45).....	£175

FOREST TYRES 13IN AND 15IN	
165/80-13 SP85.....	£109
165/80-13 SP61.....	£122
185/70-13 SP85.....	£114
195/70-13 SP82.....	£130
A SELECTION OF TYRES IN STOCK	

NEW FIBREGLASS PRODUCTS

FORD ESCORT MK1 AND 2	
BONNET WITH INTERNALS.....	£125
BONNET CARBON LAYER INTERNAL.....	£210
BOOT LID PLAIN MK1 AND 2.....	£90
BOOT LID CARBON LAYER, INTERNAL.....	£170
BOOT LID WITH SPOILER, MK2.....	£145
RS2000 MK2 NOSECONE BONNET.....	£148
MK1 WORKS BUBBLE ARCH.....	SET £95
MK2 ALLOY PATTERN ARCH.....	SET £95
MK2 FOREST 76 SPEC ARCH.....	SET £95
RS1800 BOOT SPOILER.....	£40
RS2000 CARBON BOOT SPOILER.....	£85
MK2 REAR BUMPER.....	£34
KEVLAR.....	£44
MK2 QUARTER BUMPERS.....	£44
KEVLAR.....	£62
MK1 REAR BUMPER.....	£39
MK1 F/G CHROME QUARTER BUMPERS.....	£88
MK1 TWIN COWEL DASH TOP, LATEST ORIGINAL LOOK.....	£110
MK1 WORKS CENTRE CONSOLE.....	£74
MK1 6 DIAL DASH TOP RH OR LH.....	£85
BATTERY BOX.....	£30
RT30 BATTERY BOX.....	£45
CARBON LOOK.....	£53
CARBON CORNER ARCH GUARDS, MK2.....	PR £50
MK2 CARBON DOOR MIRRORS.....	PR £130
CARBON ROOF VENT.....	£170
MEXICO MK2 FRONT SPOILER.....	£45
MK2 NAVIGATORS DASH POD.....	£55
MK2 FULL SIZE UNDER FLOOR KEVLAR GUARDS.....	PR £435
MK1 SAFARI ROOF VENT KIT.....	£160
MK2 CARBON DOOR CARDS.....	PR £115
MK2 CARBON INNER QUARTER PANELS.....	£94

COMPOMOTIVE WHEELS FORD ML AND MO RANGE

5.5 X 13.....	£115
6 X 13.....	£115
7 X 13.....	£125
8 X 13.....	£130
9 X 13.....	£150
10 X 13.....	£155
6 X 14.....	£130
6 X 15.....	£140
7 X 15.....	£145
8 X 15.....	£155
9 X 15.....	£170
8 X 16.....	£200
8 X 17.....	£200
8 X 18.....	£200

* PRICES INCLUDE VAT *	
STD AND GRP4/FITMENTS	
STD M12 TO GRP4 CONVERSION NUTS.....	£3.50

DHL DELIVERY FROM.....	£12
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Tel: 01782 523664 Fax: 01782 518631 or call Phil or Mick Squires on: 07771 856396

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NEW - RS 4



6x13"

Colour: Black Machined

£89.90

Minilight - 13"



7x13", 8x13", 9x13"

Colour: Silver All Over

From:

£78.55

Minilight - 13"



5.5x13", 6x13", 7x13"

Various Colour Options Available

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RS 4



7x13", 7.5x13"

Colour: Black Machined

From:

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Various Colour Options Available

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Various Colour Options Available

From:

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Starmag



Minilight 14"



Rally Special



7x13"

Colour: Black

From:

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D1



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Colour: Black

From:

£66.25

Revolite



7x13"

Colour: Black

Price

£78.55

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UK Mainland Delivery
Prices: Set of 4

Wheels Only £17.87

Wheels & Tyres £22.98

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* Any car modifications must be advised on purchase.

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